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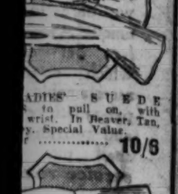

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BIRTHS.

ARNOTT—June 12, 1929, at Oak Knoll, Donnybrook, Derks., to Cynthia, wife of Robert A. Arnott, a son.

COMYNS—June 9, 1929, at Newtown Park House, Blackrock, to Mr. and Mrs. Charles B. Comyns, Clonan, Dublin road, Skerries, a daughter.

MORAN—June 5, 1929, at 3 Brighton Buildings, Harold's Cross, to Mr. and Mrs. M. J. Moran, a son.

MARRIAGES.

BRICKENDEN and SCOTT—June 7, 1929, at St. Jude's Church, Dublin, by the Rev. Canon Jackson, assisted by the Rev. Canon Willis and the Rev. Gabbett Cooper, Rector of the Parish, Lieutenant-Commander Francis Gordon Brickenden, R.N., retired, of Beech Lodge, Gorey, to Doreen Grace Deane, daughter of the Rev. and Mrs. H. Scott, of Rosgrissel, County Wexford.

BURKE and TATHAM—June 3, 1929, at St. Barnabas Cathedral, Nottingham, by Very Rev. Canon Hunt, William Cyril, youngest son of the late Michael Burke, and Mrs. Burke, of Castle, County Tipperary, to Elinor Mary, only daughter of Mr. and Mrs. H. E. Tatham, 4 Park Valley, Nottingham.

COLLIER and THOMPSON—June 7, 1929, at Edgbaston Old Church, by Rev. Canon Bloxsom Osborne Collier, 15 Arthur road, Edgbaston, to Kathleen Margaret, elder daughter of Mr. and Mrs. A. F. Thompson, Pyrus Cottage, Stoke St. Mary, Taunton, and grand-daughter of the late Mr. and Mrs. Robert Goodbody, of Clara, King's County.

ROTHWELL and SMITH—June 4, 1929, at St. Nicholas' Church, Belfast, by the Rev. C. H. S. Craig, B.A., Thomas J., second son of Mr. and Mrs. T. J. Rothwell, Ullenstown, Kells, County Meath, to Elizabeth (Bobbie), third daughter of Mr. and Mrs. E. Smith, Ballyhad, Rathdrum, County Wicklow.

DEATHS.

ANNOUNCEMENTS received late for insertion in this column will be found on Page 6.

BAILIF—June 13, 1929, at Cliftonville, Monkstown, Nora (Nora), aged 67, widow of the late Fisher and second daughter of the late Arthur Whittier, of Lossett, County Meath. Interment private. No flowers.

BAXTER—June 13, 1929, at 9 Brighton road, Rathgar, Orlando Palmer Baxter, M.D., LL.B., in his 91st year. Funeral private. No flowers.

For all the saints who from their labours rest, Who Thee by faith before the world confessed; Thy name, O Jesu, be for ever blest.

COPPINGER—June 9, 1929, at Monroe House, Ardman Alice Maud, daughter of the late Thomas Coppinger, Rossmore, Carrigtwohill, County Cork. R.I.P.

DE CAEN—June 13, 1929, at Springfarm, Belgrave, George Frederick de Caen. Funeral private to-day (Friday).

DE RENZY—June 13, 1929, at his residence, 12 Prospect square, Glasnevin, John Thomas, eldest son of the late Thomas de Renzy, Grange House, Monasterevan, and grandson of the late Captain de Renzy, J.P., Clonegal House, County Carlow. "Blessed are the pure in heart, for they shall see God." Funeral private.

FAIRWEATHER—June 11, 1929, at Howth, after short illness, Jane Elizabeth, widow of the late Charles P. Fairweather, and daughter of the late Robert and Jane Whyte, Bloomville, Drumcondra. Funeral (private) from Howth yesterday.

GOODWIN—June 9, 1929, at her residence, The Gray Cottage, Great Hautbois, Norwich, Mildred, widow of the late Rev. E. H. Goodwin, R.C.

GROWCOCK—April 17, 1929, at Lyrgligah, Llewellunah, N.S. Wales, Australia, William Growcock, late of County Meath.

KERR—June 13, 1929, very suddenly, Reeney, dearly beloved wife of Frank Kerr, Dairy (formerly of "Rosemount," Rathgar).

KIRWAN—June 13, 1929, at her residence, 87 Grosvenor road, Rathmines, Dublin, Hannah Teresa, dearly-loved wife of Valentine F. Kirwan, Solicitor. Funeral strictly private.

MALESTER—June 13, 1929, at his residence, Lakewood avenue, Londonderry, Robert, beloved husband of Annie E. McAlester. Deeply regretted. Inter private.

MEAD—June 13, 1929, at her residence, High Street, Ballymore, Ellen Mary, beloved wife of Sir Jno. Office and High Mass at the Church of the Assumption to-morrow (Saturday) morning at 10 o'clock. Funeral same day at 2 o'clock (summer time).

NICHOLSON—June 13, 1929, at his residence, Rose Lodge, Glounthaune, William, eldest son of the late William Nicholson, Donaclenoy, County Cork. Funeral strictly private. No flowers, by request.

IN MEMORIAM.

CLARKE—June 14, 1925, Eric B., youngest son of Mr. and Mrs. Hugh Clarke, Mayville, Baile-borough. "'Tis but a little while."

COTTON—In sad and ever-loving memory of my dear sister, Mary Elizabeth Cotton (Memmie), died June 14th, 1918. R.I.P.

DWYER—In loving memory of my dear sister, Josephine Dwyer, 2 Pembroke road, who died 14th June, 1927. R.I.P.

FEGAN—In remembrance of William John Fegan, who passed away at his residence, 9 Farnham street Cavan, on the 14th June, 1919.

FITZGERALD—In tender, loving memory of Robert Gerald FitzGerald, B.L., of Altan Grange, Howth, died 14th June, 1919, aged 24 years. R.I.P.

McLERNAN—In ever-loving memory of our dear grandmother, who died at Dromod, County Leitrim, on the 14th June, 1914. Inserted by J. Cunningham and family.

REA—In memory of S. W. Rea, late of 18 St. Lawrence road, Clontarf, who was called to Rest on June 14th, 1928.

Thus do we walk with Her and keep unbroken The sacred bond her love gives. Thinking that our remembrance, though unspoken, May reach her where she lives.

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Plans and specifications and Tender Form may be obtained from the Council's Consulting Engineer, Mr. Edward M. Murphy, B.E., M.Inst.C.E., Associate M.Inst.C.E., 27 Molesworth street, Dublin, or from the Town Clerk, Nenagh Urban District Council, Town Hall, Nenagh, on deposit of £3 3/-, which will be refunded on return of the documents accompanied by a bona fide tender.
The Council is not bound to accept the lowest or any tender.
Tenders, accompanied by priced schedule, must be sent in to reach the undersigned not later than 1 o'clock p.m. on Monday, the 8th day of July, 1929.
SEAN T. O'NEILL, Town Clerk, Nenagh Urban District Council, Town Hall, Nenagh.

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H. S. COE, Secretary.
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Although the Fiat 9 is taxed at only £8, it combines full 4-seater touring and saloon bodies with a top gear performance that must be experienced to be believed.

Then there is the 17/50 Six with 7 bearing crankshaft, torsional vibration damper and steering and brakes that make high speeds safe and pleasureable. Try either of these cars over any course you wish—find Fiat value far greater than you dreamed of. 9 h.p. from £195. 17/50 Six from £325.

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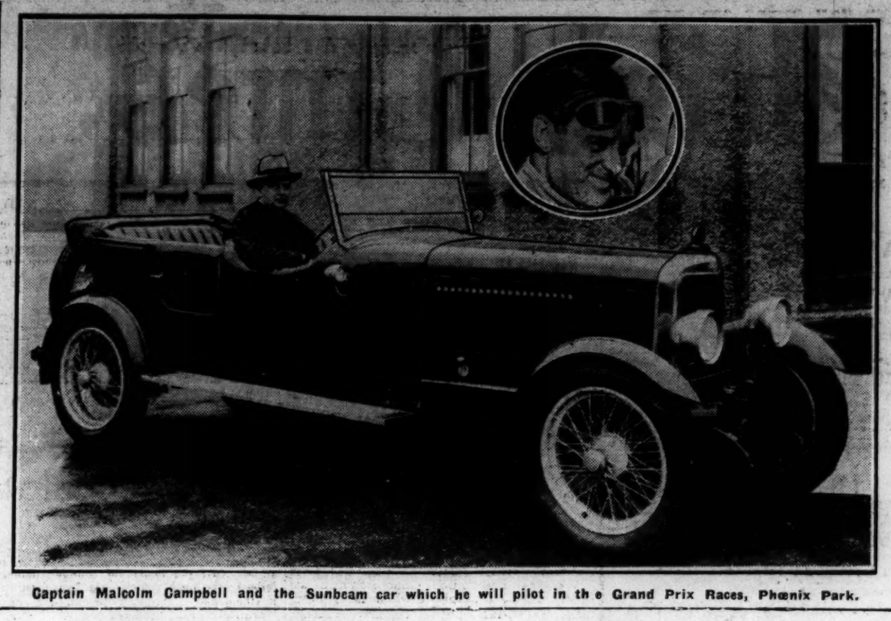

Captain Malcolm Campbell and the Sunbeam car which he will pilot in the Grand Prix Races, Phœnix Park.

MOTORING NOTES.

Both the Royal Irish Automobile Club and the Automobile Association just now are experiencing a very strenuous time of it—the first named in organising and completing the arrangements for the Grand Prix, which is to be held four weeks hence in the Phœnix Park; and the Automobile Association in making provision for the parking of cars during the celebrations of Catholic Emancipation next week.

The latest addition to the entrants for the Grand Prix, as announced in the *Irish Times* last Wednesday, is that of Captain Malcolm Campbell, the holder of several world speed records, whose picture, with that of the 3-litre super-charged Sunbeam which he will pilot in the race, is given above. This brings the total entries to 48; and, so well has the work on the course, the stands and the accommodation for spectators progressed, that the end of next week will see practically everything in readiness for the great motor contests.

The drivers of the Riley team of cars are Kaye Don (who will act as team captain), C. E. T. Eyeston, and Jack Dunfee.

In connection with the reception and "at home" to be held in Blackrock College next Wednesday in connection with the Catholic Emancipation celebrations, arrangements have been made for the parking of four hundred motor cars in the grounds of the College, under the supervision of the Automobile Association.

RULES OF THE ROAD.

With the daily growing traffic on our roads, there is an absolute need for up-to-date rules to deal with the modern conditions of traffic. To-day all that the motorist has to guide him is the totally inadequate rule that when vehicles meet others they must keep to the left, and pass traffic which they are overtaking on the right or off-side. No doubt this good old rule sufficed for the slow moving traffic of the past, but to-day something more in keeping with traffic problems is required. The lack of a definite practice in regard to traffic from a side road entering a main road is the cause of many a serious accident. The careful driver will always give way to the main road traffic; but all are not careful drivers, and serious accidents have been due to the careless or selfish driver who persists in cutting in to traffic on the main artery. The most favoured solution of this difficulty is that the driver on the main road should have the right of way, and the sooner a by-law giving force to this generally expressed opinion is adopted the sooner will accidents at cross roads diminish.

THE WHITE LINE.

Though several local authorities have gone to the expense of laying white lines at blind and other dangerous corners, solely in the interest of the safety of motorists, it is really surprising how often this means to safety is disregarded. Apparently nothing less than making it an offence to cross the line will compel some drivers to keep to their own side. Signalling to indicate one's intended movements also calls for comment. This most desirable safety measure seems to be falling into disuse, scant attention being paid to the precaution by too many drivers. All will agree that it is most necessary before changing one's course to indicate the intention to following traffic; yet, particularly on wet days, evidently to avoid the discomfort of getting a hand wet, many drivers fail in this most important preventive of accident. In many towns across the water a driver who turns out of a line of traffic without indicating beforehand his intention of doing so is liable to a penalty of £5. When traffic regulations are being drafted the inclusion of laws dealing with these and other obvious matters ought not to be overlooked.

CARE OF FABRIC BODIES.

The fabric body of a car needs constant attention to keep it in presentable condition. If the car is comparatively new, all that is necessary to retain its fresh appearance is to wash and sponge it regularly. Hosing should be followed by sponging, and then wiping down with a soft chamois cloth. Should the fabric have lost its tone and lustre, this can be restored by using a little polish made up of half-a-pint of boiled linseed oil shaken up with two and a half ounces of shellac mixture, the latter made up of half an ounce of best shellac dissolved in two ounces of methylated spirit. If the colour of the fabric has faded, add a little spirit dye, which can be obtained from shops supplying leather handicraft workers. First wash the body, dry it with a clean cloth, leaving the car in the garage for 24 hours. After vigorously shaking the mixture apply a small amount thinly with a dry sponge, using the smallest possible quantity. Work it well into the little cracks and pores of the fabric. Let it dry for a couple of hours, and then polish briskly with a dry soft cloth. A leaking body can be cured by giving it a coat or two of good cellulose lacquer or enamel.

AN EXTENDED TOUR.

In addition to setting your tool kit in order, it will add very much to the comfort and pleasure during an extended tour if you carry with you a tyre repair outfit, valve parts, two spare plugs in good order, spares which experience suggests are likely to be needed, insulation tape, copper wire, straps and half a dozen nuts and bolts of various sizes.

GRAND STAND ACCOMMODATION.

We should like to correct an impression which has got abroad that all the grand stand seats have been sold out. There still remains a number for sale to the general public. The seats are not reserved for members of the club. The catering arrangements for those attending the races have now been completed, and lanches and light refreshments will be available prior to and during the races on both days.

7 H.P. AUSTIN'S FEAT.

The twenty-four hours, 500-mile reliability trial in Western Australia, organised by the Royal Automobile Club, has been won by Aubrey Melrose, who drove a standard 7 h.p. Austin car which gained 698 points out of a possible 700. A Chrysler ran second with 687 points.

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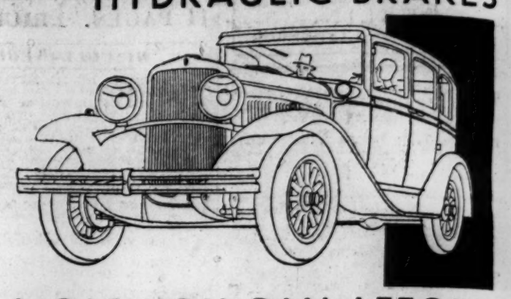

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Motor Matters, Cycles, &c.

MOTOR CARS.

A T Lincoln and Nolan, Ltd., 57 and 58 Lower Baggot street, Dublin, the following are for Sale—1927 11 h.p. Citro Saloon, £130; 1926 9 h.p. Rover Tourer, £80; 1926 14 h.p. Armstrong Siddeley Tourer, £150; 1919 17 h.p. Humbolde Tourer, £20; 1925 14 h.p. Crossley Saloon, £200. T

STEYR CARS—The Leading Continental Six. Tax £14. Prices from £405, Dublin. T. J. ROGERS, Ltd., 42-5 South King St., Dublin. T

CHENARD AND WALCKER 12-25 h.p. SALOON, £285. Tax £12 JOHN O'NEILL, LTD., PLEASANTS STREET, DUBLIN. 'Phone, 51625

LIST OF SECONDHAND CARS.

1925 Delage Tourer	£250
1926 Delage Saloon	£250
1924 Delage Saloon	£80
1928 Essex Saloon	£250
1928 Essex Coach	£175
1927 Essex Saloon	£150
1927 Essex Coach	£150
1927 Morris Oxford Saloon	£180
1925 Alvis 2-Seater	£150
1924 Essex 2-Seater	£85
1925 Essex Coach	£90
1926 Morris-Oxford Saloon	£235
1928 Fiat 2-Seater, 12 h.p.	£200
1926 Fiat Saloon, 10-12 h.p.	£135

To be seen at

P. J. TRACY, LTD., 18 STEPHEN'S GREEN. 12 F

SECONDHAND CAR BARGAINS.

1928 Armstrong Siddeley 6 Cyl. Saloon	£275
1928 Singer Saloon, as new	£220
1926 Standard Coupe, in perfect order, very little time	£200
1926 Standard Saloon, in splendid condition	£175
1926 Standard 6 Cyl. Tourer	£175
1925 Standard Saloon	£150
1925 Rhode Tourer, tax paid to 31st December	£85
1925 Ford Sedan, tax paid	£80
1924 Bean Tourer	£70
1926 Swift Tourer	£70
1926 Standard Tourer, tax paid to 31st December	£60
1926 Chevrolet Van	£60
1926 Crossley Tourer, tax paid to 31st December	£35

On view at:

R. W. ARCHER AND CO., 65 LOWER MOUNT STREET, DUBLIN.

A MORRIS Cowley Saloon, completely equipped, recently overhauled and in first class running order. Viewed any time at Autocars, Ltd., Chatham street.

AUSTIN Seven, perfect condition, late 1923, newly painted, £60—T 138, this office. 12 A

ARMSTRONG Siddeley six cylinder Saloon, 1928 model, small mileage, perfect, at tempting price; any trial. Seen at Armstrong Siddeley Depot, Upper Dominick street, Dublin. 12 F

AUSTIN Landaulette, suitable for street or private hire; also Dodge and Rene Touring Car; all in perfect order, will be Sold cheap. Apply 23 Usher's quay.

AUSTIN Seven Saloon, used three months only, as new; £150; trial anywhere—Dublin, Lucan, Ltd Athy. 13 B

CITROEN Two Seater, 1927 model; tax paid to end of June, in perfect order, almost as new, £90 or nearest offer for immediate Sale.—Jas. McGunran, Annamoe Garage, N.C.R., Dublin. 13 F

DODGE BROTHERS CARS. JOHN O'NEILL, LTD., PLEASANTS STREET, DUBLIN. 'Phone, 51625

MOTOR CARS CONTINUED.

FOR Sale, Wolseley Tourer, 16/20 h.p., complete new tyres and battery; tax paid to 1930; bargain, £50. Seen by appointment.—Grafton Motor Co., Dublin. T

FIAT Cars—All the latest Models in stock for immediate delivery.—Andrew J. Doyle, Fiat Depot, 51 South King street, Dublin. 'Phone 2721. T

FOR Sale, or exchange good Combination, Morris Oxford Coupe. Seen 191 Pearse street, Dublin, 11 a.m. 12 A

FOR Sale, owner going abroad, Four Seated Citroen Coupe, Sports model, perfect condition and appearance, tax and insurance paid till December, 6 months in use, £200 or nearest offer.—Vernon, 35 Raglan road. 'Phone, Ballsbridge 465. 13 B

FOR Sale, 7.5 Citroen, Clover Leaf body; owner going away. Apply Irish Motors, Ltd., Dun Laoghaire. 12 A

FIAT 1927 12 H.P. Two Seater, with large dickey, mechanical condition perfect, upholstery and coach work as new; £120 or near offer. For trial apply Marsh, 5 Avoca place, Blackrock. 'Phone, Blackrock 56.

HUMBER CARS. Prices from £288. JOHN O'NEILL, LTD., PLEASANTS STREET, DUBLIN. 'Phone, 51625.

LATE 1928 Essex Saloon 6 cylinder, in exceptionally good condition throughout; any trial or examination; price £165; can be seen any time.—Traynor's Garage, rear 25 Fitzwilliam Square. 11 F

MORRIS Cowley two seater, June, 1926; just overhauled; celluloised; perfect; £90. 'Phone 6135o. 10 E

MATHIS Two Seater, 1927, for Sale; good condition; any trial or examination; price £50. Address "Z 1086, Motor," this office. 12 A

OVERLAND 5 Seater Tourer, splendid condition. Seen at 25 Windsor avenue, Fairview; £55 or nearest. 13 F

ROVER 9 Tourer, good condition, to prompt purchaser £55.—T 233, this office.

SINGER Touring Car for Sale, 5 seater, good order, cheap.—York Street Garage, York street. 12 F

TALBOT 1925 Six Cylinder 13.9 h.p. Touring Car, exceptionally good order throughout, recently overhauled, complete equipment, entirely owner driven; any reasonable trial given here; our strictly secret hire purchase terms extended.—G. A. Brittain, Ltd., 4/15 Lincoln place, Dublin. 12 A

WOLSELEY Saloon, 11 h.p., taxed and of year, in perfect order, £135.—22 Bathurst avenue. 12 A

WOLSELEY 7 h.p. 2 Seater, good condition; seen by appointment.—T 247, this office, or 'phone Dunlaoire 78. 13 F

WE are convenient for service and can supply any Model Ford, cash or £50 deposit.—Walden Motor Co., 174 Parnell street; 'phone: Dublin, 757. 7 14

4 SEATER Singer, excellent condition, owner driven, tax £16, 1925, lately overhauled, price £85 or offer.—S 1932, this office. E

12/35 H.P. Talbot Coupe, splendid condition, complete equipment; £120.—Thompson and Son, Ltd., 19/22 Lower Abbey street, Dublin. 13 A

1927 10 H.P. Salmson 4 Seater, taxed, insured, end of year, balloon tyres, F.W.B.; mileage only 10,500; £85; also 1927 Fiat 9 2 Seater, taxed December, F.W.B., new balloon tyres, recently painted and decarbonised etc.; open to any inspection or trial; small mileage; £96; both ready for immediate service; cash or deferred.—Mason, Service Garage, Lombard street, Westland Row. 'Phone 1313 for appointments. E

1927 TWO Seater (Cinq model) Peugeot Car for Sale, well shod, electric light, horn and starter, magnificent appearance; £66. Seen Walker's Garage, Greystones. 12 A

WANTED.

WANTED Two Seater or small Four; must be in perfect condition; state year, make, price.—T 358, this office. 11 F

BICYCLES.

B.S.A. Cycles, fitted with three speeds, Brooks saddle and Dunlop tyres, £7 15.6, or twelve payments 14/6; sent carriage paid.—Kelly, Bachelor's Walk, Dublin. 26 3f

THE Celebrated Gloria still continues to be the Best Bike at its price on the market; price £5 5/- cash, or 7/11 monthly; sent carriage paid to nearest railway station. Write for catalogue to Stevens, "The Cycle King," 8 Aston's quay, Dublin. 10 A

7/11 SECURES for you a "Famous Gloria" Cycle, Ireland. You have the use of your cycle for a month before your second payment of 7/11 falls due. Write for particulars to Stevens, "The Cycle King," 8 Aston's quay, Dublin. 10 A

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CONNAUGHT 3½ Combination, fully equipped, new tyres and chains; cheap.—Black, Swords. 11 F

S.S. 80 BROOKH Superior Comb., 1924, in perfect order, Lucas mag-dyno; sell best offer; Thompson, Grangegorman Mental Hospital, Dublin.

TRIUMPH Combination, in excellent condition; will Sell cheap.—63 Hollybank road, Drumcondra.

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We beg to announce that the NEW SIX-CYLINDER CHEVROLET CHASSIS complies with the Irish Free State Police Regulations. We can supply the Chassis fitted with specially designed 14 SEATER BUS BODY. PRICE, £485, DELIVERED DUBLIN. Delivery can be given promptly. Supplied on Cash or Deferred Payment Terms.

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BUSES, 25 and 32 seaters, on pneumatic tyres, in good order, from stock; cash or hire purchase.—Thompson, Carlow. 13 A

HALF Ton Van, 1928 Morris Cowley Standard Model, completely equipped, entirely owner driven, tax paid; any reasonable trial given here.—G. A. Brittain, Limited, 4/15 Lincoln place, Dublin. 10 E

SPARES in Stock for A.E.C., Dennis, Thornycroft, Albion, Peugeot, Crossley, Straker-Squire, etc.—Thompson and Son, Ltd., 19/22 Lower Abbey street, Dublin.

THORNYCROFT Lorries, reconditioned, fitted with new cabs, bodies, etc., from £320.—Thompson and Son, Ltd., 19/22 Lower Abbey street, Dublin. 13 A

3½-4 TON Albion Lorry, in splendid condition; price £240.—Thompson and Son, Ltd., 19/22 Lower Abbey street, Dublin. 13 A

WANTED.

WANTED, Secondhand Leyland Lion, in good repair, 1927 or 1928 model. Address "Z 806, Leyland," this office. 9 6

WANTED immediately, Commercial Van, convertible caravan, Buy or Hire, cheap.—Donovan, Camolin. 10 E

GARAGE ACCOMMODATION AND REPAIRS.

GARAGE to be Let, eight thousand square feet, well lighted, concrete floor, will be completed in a few weeks.—Gilligan, 23 Waterford street. 13 B

GARAGE to Let, private lock-up; moderate.—56 Dartmouth square. T

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MOTOR Cars washed, cleaned painted; general work.—Caretaker, 41 Belgrave square, Monkstown. 13 F

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CHEAPEST House for Motor Tyres, best makes stocked, wholesale prices. Why pay more? Re-canising a speciality, satisfaction guaranteed; all sizes Secondhand Tyres cheap.—Robeson, Foley street (off Amiens street), Dublin. 'Phone 1661. 19 T

CHAUFFEURS, MECHANICS.

DISENGAGED

CHAUFFEUR, experienced, useful general man, all makes of cars, seeks post; single; highest recommendations.—Hayden, Shamrock House, Naas.

GENTLEMAN recommends his Chauffeur; generally useful; house or garden; Dublin preferred.—740, Irish Times Branch Office, Baggot street Bridge. 13 F

YOUNG Motor Driver wishes to hear of vacancy in city or suburbs, private car or commercial, running repairs; good references. Address "Z 1049, Driver," this office. 10 E

EMPLOYMENT WANTED.

A YOUNG Lady, with some experience of office routine, is anxious to obtain position as Shorthand Typist or Clerk.—T 78, this office. 11 F

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COMPANION Help, highly respectable, middle aged R.C.), nursing experience, all branches; housekeeping, poultry, dairy, wishes post; country preferred.—R O 913, Irish Times Branch Office, Rathmines. 13 F

SECONDHAND BARGAINS.

The following Cars have been overhauled and repainted. They are in appearance as new and are subject to any trial.

DEFERRED PAYMENTS CAN BE ARRANGED.

1928.	17.75 h.p. 6-cylinder Talbot Weymann Saloon	£450
1927.	12.32 h.p. 4-cylinder Talbot Weymann Saloon	£250
	1,500 c.c. Bugatti, Sports	£210
1928.	12.24 h.p. Citroën, Saloon. Tax paid. Grey	£175
1928.	12.24 h.p. Citroën, Saloon. Fawn	£170
1928.	12.24 h.p. Citroen, Two-seater. Blue. Taxed	£110
1927.	12.24 h.p. Citroen, Saloon. Blue	£135
1926.	11.4 h.p. Citroen 10-Cwt. Delivery Van. Tax paid	£ 70
1925.	11.4 h.p. Citroen, Two-seater. Tax paid. Grey	£ 70
1924.	11.4 h.p. Citroen, Tourer	£ 65
1924.	11.9 h.p. Morris Cowley, Tourer. Tax paid	£ 60
1925	11.4 h.p. Citroen, Tourer. Tax paid	£ 50
1923.	10.4 h.p. Wolseley, Tourer. Tax paid	£ 50
1923.	18 h.p. Clegg Darracq, Tourer	£ 50

McENTAGART BROS., LTD.
10 LEINSTER STREET, DUBLIN.

EMPLOYMENT WANTED CONTINUED.

COMPANION Help or Useful Help; city, suburbs; highly recommended.—T 192, this office.

DRESSMAKER wants work, ladies' houses; experienced, quick hand.—730, Irish Times Branch Office, Baggot street Bridge. 11 F

DISENGAGED, Useful Help (cook, etc.). Apply Universal Bureau, 1 Northumberland avenue, Dun Laoghaire.

EXPERT Shorthand Typist and Addressograph desires post, temporary or otherwise; eight years' experience.—T 198, this office.

GIRL, 17, wishes situation, assist in shop and house work; well recommended.—S 1954, this office. 10 E

HOUSEKEEPER to gentleman; good cook; excellent long references.—T 179, this office. 13 F

LADY Companion, give services; comfortable home preferred to salary; domesticated, kind, and sympathetic.; Protestant—S 1891, this office. 10 E

LADY seeks engagement Bookkeeper or Secretary; has thorough knowledge all branches clerical work; large experience; highly recommended.—T 67, this office. 11 F

LADY Nurse or Companion Housekeeper, Dublin or near; experienced; highly recommended; R.C.—T 189, this office.

MOTHER'S Help or Children's Nurse, country girl; recommended. Address "Z 1025, Help," this office.

REFINED elderly Lady, well educated, wishes home in exchange for companion-ship, shopping, correspondence; excellent linguist. Address "Z 999, Lady," this office. 12 A

RESPECTABLE young Woman, Protestant, desires Lady's or Mother's Help; £36.—T 172, this office.

RESPECTABLE Youth, 18, wishes to hear of vacancy as Messenger; good references.—T 195, this office. 9 6

REFINED Girl desires post, Mother's Help; highly recommended.—654, Irish Times Branch Office, Blackrock. 13 F

SMART Girl, four years' experience Fancies, high class establishment, wishes post anything; immediately.—T 159, this office. 12 A

TIMBER Trade (foreign)—Clerk, accounts calculator, office and sawmills experienced; good reference; moderate salary.—T 158, this office. 12 A

TYPIST and Bookkeeper desires position; good knowledge of shorthand.—T 176, this office.

WANTED, by 15th June, a job for girl, 23; college educated; good appearance; present Sales' Lady 8 1914, this office. 10 E

YOUNG Lady seeks post as Ladies' Companion and Secretary; very good appearance; Protestant; excellent references.—S 1909, this office. 10 E

YOUNG Lady, experienced Bookkeeper, Cashier, Grocery and Provisions, seeks vacancy; highly recommended.—T 133, this office. 12 A

YOUNG Mother's Help (L.C.) disengaged; would go temporary; city or suburbs.—R O 914, Irish Times Branch Office, Rathmines.

MALE SERVANTS WANTED.

EXPERIENCED Butler (age under 30 years) for good establishment in Carlow; good wages.—Rea's Office, Armagh. 12 E

HERD Yardman, experienced dairy cows, sheep, good milker, calf rearer; wife dairy, poultry; no small children; give copies references and wages expected, with house, fuel, milk, potatoes. Address "Z 916, Herd," this office. 10 E

MARRIED Couple, Protestant, to run small house, country, for 2 ladies, during summer months; Man to be handy generally; give experience, wages, references.—Mrs. Hillman, Rectory, Lucan. 13 F

WANTED, Yardman; must be good milker and calf rearer; wife or daughter to assist with milking; also to help with dairy and poultry. Address "Z 993, Yardman," this office. 12 F

WANTED, Man Cook for quiet situation, country, good cook and laundress; state present wages; personal reference from last employer required.—Standen, Nobles, Sarratt, near Rickman-worth, Herts. 8 X

STEWARDS AND GARDENERS WANTED.

WANTED, for Devon, England, Gardener Chauffeur, single; must have good knowledge of gardening; state age, wages expected (live in), enclosing copies of discharges.—S 1910, this office. 10 E

WORKING Steward (Protestant) Wanted for large tillage farm in Co. Kildare; must have thorough knowledge of his work; good references essential; state age and wages expected. Address "Z 921, Steward," this office. 10 F

WANTED, Milltown district, Gardener's Helper; must know how to milk and have a knowledge of cows. Address "Z 926, Gardener," this office. E

WANTED for a Nursery in Dublin, an experienced, energetic Grower; permanent progressive position for suitable applicant; replies must state nursery and other experience, age, copy reference.—T 252, this office. 13 B

MALE SERVANTS DISENGAGED.

A MARRIED Couple (no family), Indoor Man and Cook Housekeeper, experienced, Lady very highly recommends; Dublin or near preferred.—T 185, this office.

EXPERIENCED Herd or Yardman seeks situation; can milk, shear and butcher; well recommended. Address "Z 1047, Herd," this office. 13 B

HERD or Yardman seeks situation; small family; no cottage; disburn it required. Address "Z 906, Herd," this office. 10 E

INDOOR Man Servant, Valet, disengaged; long reference. Address "Z 1038, Man," this office. 13 F

MAN seeks labouring work, city or country; thoroughly experienced.—T 190, this office.

MALE SERVANTS CONTINUED.

RESPECTABLE farmer's son (R.C.), married, understands all farm work in general; or go Herd Caretaker; excellent references.—Rea's Office, Armagh. 12 E

STRONG country Boy, Protestant, aged 18, wants situation indoor or outdoor Servant; experienced, highly recommended. Address "Z 1002, Boy," this office. 12 A

WARREN Bonham Ballintaggart, Co. Kildare, wishes to recommend Michael Nowlan, Ploughman and General Farm Man; good worker, married, one child. 12 E

STEWARDS AND GARDENERS DISENGAGED.

FORESTER, 24 years' experience Scotland and Ireland, will mark, value, advise Timber in market; advice free—S 1896, this office. 10 E

GARDENER seeks position, generally useful; state wages expected, etc.—T 163, this office.

GARDENER and General Man (single), seeks employment; understands all branches. Also very highly recommended; reasonable wages.—T 45, this office.

GARDENER useful wants situation; wages moderate. Particulars from "Brennan," 19 Kelly's Terrace, Seademon, Dublin. 13 B

YOUNG Married Couple, no family, highly respectable; man garden and general work, wife house work, cooking or pantry; small wages for comfortable place. Address "Z 1001, Couple," this office. 12 E

DOMESTICS WANTED.

A BIG number good Cook Generals, Generals, also Working Housekeepers, young, wanted. Interviews to-day "Irish Times" Registry.

AT Hayden's, Shamrock House, Naas—Wanted immediately, Cooks, family two, Naas, family three, Leix; settled House Parlourmaid for one lady, country cottage; also superior General, bungalow. Send copies or call.

MAID Attendant for delicate lady; must be strong and experienced; no visiting.—734, Irish Times Branch Office, Baggot street Bridge. 11 F

WANTED, well recommended young Girl to act as maid for few months.—T 143, this office. 12 A

WANTED, Protestant capable Working Housekeeper for country place. Co. Cavan; two young men. Address "Z 987, Housekeeper," this office. 12 E

WANTED, temporary Help, elderly person preferred. R.C., good plain cook; good references; £30.—T 220 ,this office.

IRISH TIMES SERVANTS REGISTRY

Under New Management.
HOURS: { 10 a.m. to 4 p.m. for Servants. 11 a.m. to 4 p.m. for Ladies. Saturdays, 11 a.m. to 1 p.m.
31 WESTMORELAND STREET, DUBLIN
The Manager has several vacancies on her books for well recommended Domestics, trained or untrained. No fees charged.

COOKS AND DAIRYMAIDS WANTED

COOK General wanted, Limerick City, 1st Jub; few in family; nurse and other girl kept. Apply Mrs. Sexton, Marine Parade, Kilkee, Co. Clare.

CLEAN, experienced Cook General Wanted; small family; good home; good wages. Apply Matron, 17 Priory road, West Hampstead, London, W.6.

DAIRY, Laundry, Poultry Maid wanted; well recommended; copies, etc.—Mrs. Fenton, Glenogra, Tullow.

EXPERIENCED Cook, small dairy; four in family; four maids kept; some help given; no laundry; good references exchanged; state age. 12 A

GOOD Cook, with kitchenmaid, Wanted for England; good wages.—Mrs. Prichard, Brampton, Herefordshire.

HOUSEMAID immediately—Will any Lady very highly personally recommend a really good One General? comfortable situation, no children, 4 miles from Dublin (North side); one servant kept; good wages. Strictly confidential. Only the most highly need write in.—S 1934, this office.

WANTED by 5th July, for six weeks, July 2nd, young General, family two, Mrs. Wilde's Office.

WANTED, Cook, R.C., for Co. Louth; good wages £35. Address "Z 1003, Cook," this office.

WANTED, good Cook for high class house; must enclose copies, state wages.—T 257, this office.

WANTED, a really good Cook for business house; good references; state age and wages expected. T 256, this office.

GENERALS WANTED.

CAN Lady recommend reliable General (temporary otherwise), capable of taking charge of small house, Dublin (three adults), in mistress's absence; state when disengaged, etc.—T 168, this office.

EXPERIENCED Outdoor General Wanted, Rathfarnham district; state age.—T 248, office.

GENERAL Wanted, Call after 6 p.m., 10 Morehampton road Terenure.

GENERAL Wanted, trustworthy, active lass; good plain cook; two in family; table laid; sent to independent; wages £32. Address "Z 1044, General," this office.

GENERAL Wanted; strong, respectable Girl, assistant comfortable house, country. Apply Address "Z 989, General," this office.

GENERAL Wanted, good cook, Scotland or Ireland; keeper, young.—Griffin's Registry, 40 Dawson street.

GENERAL required; two in family. Apply Mrs. Hillman, Rectory, Lucan.

GENERAL, young; must be well recommended. Call, after 6 p.m., 117 Morehampton road, Donnybrook.

WANTED, reliable, fully trained General; R.C.; no cook and laundress, fond of children. Apply after 6 o'clock, or write Mrs. Byrne, 14 Adelaide road, Dublin.

WANTED, clean, tidy young General; 10 to 8/- per week; south suburbs.—T 40, this office.

WANTED, for Dalkey, good General; must be strong and good cook; well recommended. Address "Z 977, General," this office.

WANTED, first week July for Rathgar district, thoroughly reliable and competent General; good wages and home to suitable person. Address "Z 1017, General," this office.

WANTED at once, young Girl as General to Nurse, near London; good comfortable home for the right person; lovely surroundings. Write fully, stating age, and wages required, with reference to Mar, The Woodlands, Boxhill road, Tadworth, Surrey, England.

WANTED, superior General; indoor. Apply Mayor, 2 Dawson street, Dublin.

YOUNG General Wanted; fond of children. 13 F

11 Rhods Villas, Burrow, Sutton.

YOUNG General, well recommended, plain cooking. Call 1 and 2.30, 5 Hollybrook road, Clontarf. 13 F

NURSES WANTED.

AGENT for NURSES, MAIDS and ATTENDANTS, Miss Bellingham Todd, 5 Grafton street, Dublin. Call 117 Morehampton road, Donnybrook. 'Phone 5288.

NURSE, General; must have good recommendation. 6 p.m.

WANTED, Protestant Maid, about 30, mind boy 6 seven years, do his washing and sewing; and help herself generally useful; experienced; country; good reference.—Mrs. Fitzmaurice, Patrick's Well, Cottage, Limerick.

SITUATIONS CONTINUED

WANTED, a young Girl, with a knowledge of Hardware and Chandlery business. Apply, with copies of previous experience and salary expected, to T 205, this office.

WANTED, smart well educated Boy, Protestant, as Apprentice to Grocery, Hardware and Provisions; two years (indoor).—Co. Wicklow. Apply, with copies of references, "Z 1019, Apprentice," this office. 13 B

WIRELESS to cover all the House—See the "Weekly Irish Times" to-day. Price 1½ pence. 11 F

HOTELS AND RESTAURANTS, OFFICIALS, SERVANTS, ETC.

POSITIONS VACANT.

AT "Irish Times" Registry, a big number Cooks, Waitresses, Housemaids, Waitresses, and young Generals wanted; good wages. Interviews to-day.

HOUSEMAID, thoroughly experienced, Wanted for hotel in South; age, copies references, wages. Address "Z 1015, Maid," this office. 12 A

WANTED, Chef; must have thorough knowledge of first class season hotel catering.—also Wanted-experienced Waitress and Housemaid-Waitress. Send papers and state wages, Strand Hotel, Rosslare. 11 F

WANTED, a Kitchenmaid with a knowledge of cooking. Apply Central Hotel, Cavan. 12 E

WANTED, experienced Cook for a commercial hotel in the Midlands. Address, with copies references and wages expected, "Z 1033, Cook," this office. 13 F

EMPLOYMENT WANTED.

CHAMBERMAID seeks place; thoroughly experienced; city, suburbs.—T 134, this office. 13 F

HOTEL Housekeeping or Book—Lady disengaged, go anywhere; experienced.—T 6, this office. 11 F

STILLROOMMAID wishes place, city, suburbs; highly recommended.—T 160, this office.

THOROUGHLY experienced Manageress, 36, fully competent leading commercial and first class hotels, open to immediate engagement. Address "Z 972, Manageress," this office. 11 F

WAITRESS seeks position in hotel or restaurant; good reference. Address "Z 1013, Waitress," this office. 12

WAITRESS wishes place, city, suburbs; highest references.—T 191 ,this office.

YOUNG Lady (22), well educated, good needlewoman, seeks position in hotel to learn office bar, etc.; small salary to start.—T 28, this office. 11 F

YOUNG Woman wishes to train as Waitress; city, suburbs.—T 90, this office. 12 E

REPRESENTATIVES WANTED.

FIRST CLASS SPECIAL RAZORS FACTORY OF SOLINGEN requires for Ireland an active REPRESENTATIVE, on COMMISSION BASIS, who is well connected with the hairdressers' sundriesmen. Address offers "Z 1025, Representative," this office.

EXPERIENCED Salesman, well known to business people, required to introduce something new and remunerative; position permanent. Full particulars to Box No. 23, Irish Times Branch Office. 12 A

LOCAL Representatives—Gentlemen, of good address and education, over 26, able to command interviews, and well recommended. Permanent position, which is worth from £300 per annum, upwards. State if disengaged, and give previous experience. Address "Z 976, Representative," this office. 11 F

THE largest firm of Men's Overall Manufacturers in the U.K. desire to make arrangements for the distribution to the retail in the Free State of their well-known branded lines. Substantial business is already being done. Goods consigned duty and carriage paid to customer. Only first-class, well-established Agents or Salesmen who are systematically over the ground need apply.—LYBRO, Ltd., Mount Vernon, Liverpool. 13 F

WANTED, Representative to sell Champagne in Dublin and suburbs for leading French firm; gentlemen with retail connection required; no others need apply.—T 152, this office. 12 A

WANTED, Agent or Traveller, to carry Ladies' Waterproofs and Raincoats. Apply T 89, this office. 12 A

WANTED, Agent, with established retail connection in Irish Free State, to sell Hosiery Goods. Address, with copies references, "Z 1037, Agent," this office.

LEGAL APPOINTMENTS.

CLERK, thorough knowledge of District, Circuit, and High Court practice, etc., bookkeeping and shorthand, desires change.—S 1851, this office.

LAW Assistant, thoroughly competent conveyancer, good general knowledge Probate, Chancery, Circuit Court, costs, shorthand writer and typist, desires engagement; moderate salary.—T 57, this office. 11 F

MEDICAL APPOINTMENTS.

ASSISTANT wanted for three or four months, country town, state salary required. Address "Z 946, Assistant," this office. 11 F

ASSISTANT, experienced, shortly disengaged, dispensing, veterinary and photography; strict T.T. Address "Z 990, Assistant," this office.

LOCUM, shortly disengaged, experienced, dispensing, veterinary, and photography; desires engagement; T.T. Address "Z 677, Locum," this office. 10 E

LOCUM—Capable, trustworthy Assistant, shortly disengaged; seeks Locum or permanency; strict T.T. Address: "Z 991, Locum," this office. 12 E

MADAM De Vette can replace Rheumatism, remove Sour Roots, Flesh, Electric and Hand Massage at 20 Nassau street; or will

DOMESTICS CONTINUED FROM PAGE 2.

HOUSE AND PARLOURMAIDS WANTED.

MRS. Help-Hutchinson requires respectable Girl as House and Children's Maid; must be good needlewoman, and be well recommended.—Lissen Hall, Swords. 13 F

WANTED for the country, in Co. Wicklow, House Parlourmaid, or Girl anxious to be trained as such; must be good, willing worker, and trustworthy; send copies of references, and state age, wages expected, etc. Address "Z 960, House Parlourmaid," this office. 11 F

WANTED, experienced settled Housemaid, gentleman's house, Drogheda. Apply, copies, etc., Miss Byrne's Registry, Naas. 13 F

WANTED, early July, temporary or permanent, House-Sewingmaid; assist with children; country, near Dublin; good bus service; £30 to suitable girl.—T 174, this office.

DOMESTICS DISENGAGED.

EXPERIENCED Useful Maid, good packer, needlewoman; nursing experience; seven years last situation.—T 111, this office. 12 E

WORKING Housekeeper, business house or private; good cook; recommended.—T 204, this office.

WOMAN wants Morning, Evening Work; good references; recommended.—759, Irish Times Branch Office, Baggot street Bridge.

YOUNG Sewingmaid wishes place, city, suburbs, or Kingstown; recommended.—T 178, this office.

IRISH TIMES
SERVANTS REGISTRY
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41 WESTMORELAND STREET, DUBLIN.

COOKS AND DAIRYMAIDS DISENGAGED

COOK or Cook General; well recommended.—735, Irish Times Branch Office, Baggot street Bridge. 12 E

GOOK General, good plain cook; highly recommended.—A.M., Irish Times Registry. 13 F

GOOD Plain Cook, Catholic, middle aged; good reference; Dublin or Louth preferred. Address "Z 1029, Cook," this office. 13 F

TWO Friends, Cook General, House Parlourmaid, age 26; experienced; excellent references; £30, £20. Address "Z 1027, Friends," this office. 13 F

COOKS, also Cook Generals and Hotel Cooks.—Kennedy's, 68 Sackville st. 'Phone 4898.

GENERALS DISENGAGED.

GENERAL wishes place, city, suburbs; well recommended; £26. Address "Z 997, General," this office. 12 E

GENERAL seeks place, indoor or outdoor; North Side.—T 187, this office.

GENERAL seeks place, city, suburbs; plain cooking; washing; £26.—T 186, this office.

GENERAL, respectable country girl, good plain cook desire post in town or country.—Miss Sarah Greer, Coolnaclan, Clonaslee, Leix.

NOTICE
IN addressing envelopes covering replies to advertisers in this paper great care should be taken to include in each word, when same is given, after the Office Number, thus: "Z 20, Housemaid," should be carefully written upon the envelope. T

RESPECTABLE young girl, General, daily; highly recommended.—741, Irish Times Branch Office, Baggot street Bridge.

YOUNG General, indoor or outdoor; experienced; good papers.—T 183, this office.

HOUSE AND PARLOURMAIDS DISENGAGED.

EXPERIENCED single Housemaid, city, suburbs; excellent references. Address "Z 1026, Maid," this office. 13 B

NURSES DISENGAGED

INFANTS Nurse wishes place, city or Co. Dublin; recommended.—T 181, this office.

YOUNG Nurse wishes place, city, suburbs; £24-£26.—T 180, this office.

KITCHEN, LAUNDRY, ETC., DISENGAGED.

MRS. Bolton, Ballintaggart, Colbinstown, County Kildare, wishes to recommend Mary Leigh (as Kitchenmaid or Under Housemaid (untrained). 12 B

GARDEN, FARM, BEES, ETC.

THE FRUIT CROP.

Writing on this subject in the *Weekly Irish Times*, the Gardening correspondent says:—

Apples galore are now evident here, there and everywhere, especially around Dublin, and we notice such kinds as Beauty of Bath, Worcester Pearmain and Irish Peach, on which the crops are little short of phenomenal and, after their recent rain washing, comfortably clean. All this with no signs thus far of dropping, and thus leading to the inference that a considerable amount of thinning will have to be done, or overtaxing the trees and undersized fruit will be the result. For this, of course, it will be wise to wait and see, and for the later maincrop kinds thinning will be deferred until christened by St. Swithin at mid-July. With the ultra-early Apples mentioned, the end of this month should give judicious thinning the consideration it surely deserves. By the way, we see Beauty of Bath set with clusters of anything up to five or even six on a spur, and as the trees are laden with spurs, one, or at most two, fruits to spur will mean a good crop.

A. Drummond's—Procure their List of Bedding Plants of Antirrhinums, Asters, Begonias, Calceolarias, Cinerarias, Geraniums, Lobelias, Marguerites, Marigolds, Pansies, Petunias, Stocks, Sweet Peas, etc.; all strong, well grown plants.—Drummond's, 36, 37 Dawson street, Dublin.

ANTIRRHINUMS, Sutton's Intermediate, in fifteen varieties, 12 1/6, 100 10/-; Chrysanthemums, early-flowering and late (indoor), 1/3, all different, named, 3/-, named 5/6; Violets, "Princess of Wales," 100 6/6, Rock Plants, 12, all different, 5/-.—Jane Patten.

ASTER, Sutton's Minimum, 12 9d., 100 5/-; Violas, Maggie Mott, etc., 12 2/-, 100 14/-; Sweet Peas, 12 1/, 100 6/-; Celery, Sutton's Giant, 100 3/6; Cauliflowers, 100 3/-; Leeks, 100 2/6; also Stock, Lobelia, Nemesia, etc. Write for descriptive list. All grand transplanted plants. Part carriage, 6d. extra.—Canon Patten, Feehard Rectory, Co. Tipperary. 12 A

T. 15 Parliament street—Flowering Plants, Palms, and Pot Plants in great variety; inspection invited.—Bradshaw, 'phone 2086. 13 B

BALLSBRIDGE.

SUMMER BEDDING PLANTS.
From Superior Strains of Seed. All Strong, Transplanted, and Hardened Off.
ASTERS—COMET, OSTRICH PLUME, CHRYSANTHEMUM—Flowered and Others 12 West Stock, Lobelia, Golden Feather, Marigolds, Nemesia, Petunias, Phlox, Ageratum, etc., 25 2/-, 50 3/6, 100 6/-, 8/-, free.—Ramsay. 10 E

BALLSBRIDGE—Antirrhinums (Snapdragon), choicest varieties, dwarf and semi-dwarf, in all colours, mixed 1/6, 2/- dozen, 25 2/6, 50 4/-, 100 6/6 free, 100 6/6, 10/6, free.—Ramsay. 10 E

BALLSBRIDGE—Begonia, magnificent giant flowering, scarlet, pink, yellow, white; Singles, 4/-, 6/- dozen; Doubles, 6/-, 9/-; postage 9d.—Ramsay. 10 E

BALLSBRIDGE—Chrysanthemums, Choicest Early Flowering Garden varieties, all colours, strong plants 6/- dozen; rooted plants 4/- free.—Ramsay. 10 E

BALLSBRIDGE—Carnations, choice double flowering guaranteed seedlings, strong plants, excellent for cutting; beautiful colours, 3/ dozen, free.—Ramsay. 10 E

BALLSBRIDGE—Cineraria, yellow and brown, strong plants, 4/- dozen, postage 9d.—Ramsay. 10 E

BALLSBRIDGE—Dahlias, best up to date varieties in Decorative, Cactus, Pæony, Collarette and Star varieties, strong plants from pots, choice named sorts, 12/- dozen, postage 1/-.—Ramsay. 10 E

BALLSBRIDGE—Geraniums—Crampel, Dazzling Scarlet, strong plants, 6/-, 8/- dozen, postage 9d.—Ramsay. 10 E

BALLSBRIDGE—Ivy Leaved Geraniums, Heliotrope, Fuchsia, Helictrope, Verbena, strong plants, postage 9d.—Ramsay. 10 E

BALLSBRIDGE—Marguerites, white strong plants, 6/6, 100 dozen, free.—Ramsay. 10 E

BALLSBRIDGE—Greenhouse Plants, Geraniums, Fuchsia, Heliotrope, Verbena strong plants, 6/6, 100 free.—Ramsay. 10 E

BALLSBRIDGE—Sweet Peas, choice named varieties, all colours, 2/6, 50 3/6, free.—Ramsay. 10 E

BALLSBRIDGE—Pansies, rich wine colours, enormous flowers, strong, 2/6 dozen, free.—Ramsay. 10 E

BALLSBRIDGE—Vines, all colours, separate, strong, 2/6 dozen, free.—Ramsay. 10 E

BALLSBRIDGE—Potting Soil for Greenhouse Plants, Geraniums, Chrysanthemums, etc., specially prepared, 2/- bushel, two bushels 3/6, delivered.—Ramsay. 10 E

BALLSBRIDGE—Tomato Plants—We grow tons of fruit here annually, and offer the same varieties we grow ourselves; strong plants, carefully packed, 6/6 dozen, free. Illustrated cultural instructions.—Ramsay. 10 E

BALLSBRIDGE—Verbenas, best bedding sorts, scarlet, blue and white, 2/6, 4/- dozen, free.—Ramsay. 10 E

BALLSBRIDGE—Vegetable Marrows, all varieties, and also Cucumbers, strong plants from pots, 2 3/-, free.—Ramsay. 10 E

BALLSBRIDGE—Brussels Sprouts, strong transplanted, 100, 50 1/9, free.—Ramsay. 10 E

BALLSBRIDGE—Cauliflower Plants, Early, London and Autumn Giant, sworn, transplanted, 3/- 100, 50 1/9, free.—Ramsay. 10 E

BALLSBRIDGE—Celery, strong, transplanted, crisp, tasty flavoured varieties, pink and white, 4/6 100, 2/6 50, free; illustrated cultural instructions.—Ramsay. 10 E

BALLSBRIDGE—Lettuce Plants, early white cropping, and Cos varieties, 2/6 100, 50 1/6, free.—Ramsay. 10 E

BALLSBRIDGE—Broccoli, 4 varieties, for succession, 3/ 100, 50 1/9, free.—Ramsay. 10 E

BALLSBRIDGE—Curled Borecole, Savoy, Drumhead and Green Curled, 2/ 100, free.—Ramsay. 10 E

BALLSBRIDGE—Cabbage, delicious early white Spring, Enfield's Early and Late York, Offenham, Flat Dutch, Drumhead, Fort Dutch, 2/- 100, 12/6 1,000, carriage paid.—Ramsay. 10 E

BEDDING Plants—Antirrhinums, Sutton's New Bedding, Orange-Red and Apricot, 1/2 per dozen, 7/- 100; Larkspur, 1/3 dozen, 8/6 100; Pansies, Sutton's mixed colours, 2/- dozen, 14/- 100; Tenweek Stock, 1/6 dozen; Viola Cornuta, yellow, 2/6 dozen, 18/- 100; all post free.—Manager, Lissadell, Sligo.

BEE Native—Two strong Swarms and one Stock for Sale; all on bar frames.—Fenton, Courtown, Gorey. 11 F

BEGONIAS, strong Flowering Plants, Single, mixed, 6 2/6, 12 4/9; Double, mixed, 6 3/-, 12 5/9, carriage paid.—Young, Maddybenny Nursery, Colegrine. 13 B

BRADSHAW, Arlene, and 15 Parliament street—Grand Double Asters, including Giant Comet, Ostrich Feather, etc., 100 6/-, 50 3/6; Antirrhinums, Sutton's shades, separate, same price. T

BEES—Swarms 4/- per lb.—Smyth, Rathmore, Naas. 13 B

BEES—Swarm for Sale, 7/6, plus carriage.—Cuffe, Westbrook, Rathnew.

CHOICEST Geraniums, extra strong, from pots; 6/6, Crampel, Scarlet, dozen 6/-; Denmark, Raspail, Ivy-leaf, Crousse, Turner, 5/6 free. If packed in box 6d. dozen extra; lists free.—Dugan, Nurseries, Carlow.

CHOICEST Antirrhinums—Twenty thousand to offer, all colours, named, 25 2/6, 50 4/-, 100 6/6 free; list on application.—Dugan, Carlow. 13 B

CHOICEST Calceolarias, yellow and brown, extra strong, 12 2/6, 25 4/6.—Dugan. 13 B

CHOICEST Chrysanthemums, very choice named sorts, early or late, 12 1/6 5/6 free. The most gorgeous collection in the country.—Dugan, Carlow. 13 B

CHOICEST Asters, Ostrich Plume, Comet, Mammoth, etc.; Stocks, Ten-week, all 25 2/3, 50 3/3, 100 5/-, free.—Dugan, Carlow. 13 B

CHOICEST Dahlias, Collarette, best for cutting or garden decoration, 9 3/9, 12 7/-; Dwarf Bedding Dahlias, Coltness Gem, scarlet and yellow, same price.—Dugan. 13 B

CHOICEST Lobelia, extra strong clumps, 25 2/-, 50 2/6, 100 5/-; Ageratum, blue, gorgeous for edging, same price.—Dugan. 13 B

CHOICEST Begonias, best bedding plant in existence, flower till October, strong, from 3in. pots; Single, crimson, white, scarlet, copper, red, yellow, pink, 6 3/-, 12 5/6; Doubles, same colours and price.—Dugan. 13 B

CHOICEST Alyssum, Beet, Cornflower, Dianthus, Larkspur, Nasturtium, Nemesia, Nigella, Phlox Drummondii, Scabious, Tagetes, all 25 2/-, 50 3/6.—Dugan, Carlow. 13 B

CHOICEST Heliotrope, strong, 6 1/6, 12 2/6; Musk, sweet scented, 3 1/3.—Dugan. 13 B

CHOICEST Fuchsias, named, 3 2/-, 6 3/6; Coleus, fine plants, rich colours; also Hydrangeas, nice young plants, same price.—Dugan. 13 B

CHOICEST Collection of 20 Flowering and Foliage Plants, for window or greenhouse, 8/6 free, worth double.—Dugan, Carlow. 13 B

CHOICEST Marrow Plants, 3 2/-, 6 3/6; Outdoor Cucumbers, same price; Frame Cucumbers, 2 2/6, 4 4/- free.—Dugan. 13 B

CHOICEST Fruit Netting—Protect your Strawberries, 50 yards x 2 yards, 10/-, 50 x 3 yards 12/6, 50 x 4 yards 16/6, post free.—Dugan, Carlow. 13 B

CHOICEST Celery Plants, 100 4/-; Early Cabbage, 1/9; Savoy, Borecole, 2/-; Brussels Sprouts, Broccoli, for succession, 2/6, all per 100, free.—Dugan, Carlow. 13 B

CLEARANCE, Cabbage Plants, Broccoli, etc.; Sutton's seeds, all transplanted.—10 Waltham terrace, Blackrock.

DAHLIAS, strong Pinuts from 3-inch pots, Cactus and Charm, best named varieties, 6 3/3, 12 6/-, carriage paid.—Young, Maddybenny Nursery, Colegrine. 13 B

EARLY Flowering Chrysanthemums, best named Border varieties, strong plants, 6 2/-, 12 3/9, 25 7/-, 50 12/-, 100 22/-, carriage paid.—Young, Maddybenny Nursery, Colegrine. 13 B

GALVANIZED Wire Netting, Garden Arches, Pea Trainers, Canes. Send for List.—Staveley's Stores, 137 Parnell street, Dublin. 14 31

GARDEN Nets, 25 yards by 1 yards 2/-, by 2 yards 4/-, by 3 yards 6/-; 50 yards by 1 yard 4/-, by 2 yards 8/-, by 3 yards 12/-; 100 yards by 4 yards 31/-; post free; measured mesh closed.—Staveley's Stores, 137 Parnell street, Dublin. 12 7

GOOSEBERRIES, green, 4d. lb., undelivered.—St. John's, Terenure. 13 F

MACKEY'S Outdoor Tomato Plants, extra strong, from pots, can be planted now in open ground; 4/6 dozen, by post 6/- dozen; ½ dozen lots 3/6, post free. 13 B

MACKEY'S Special Fertiliser for Tomatoes—Recommened, before planting, to give the ground a very slight dressing of this Fertiliser, and when the fruit is set continue feeding; 7lb. trial bag 2/6, post free; tins 1/-, by post 1/6; cwt. 16/-, or carriage paid 18/6. 13 B

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MACKEY'S Gold Medal Antirrhinums, mixed colours. We have thousands of these to sell, all transplanted, strong and healthy, 2/6 100, 5/- dozen, post free. Nothing better for a bright display in beds. T

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MACKEY'S Blue Lobelia for edging beds or boxes, 1/- dozen, post free 1/6; 100 10/6. 13 B

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PLANTS—Choice Sweet Peas, Gaillardias, choice Pansy or Violas, Double White Clove Pinks, 1/6 dozen, carriage free.—Power, Oakfields, New Ross. E

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VEGETABLE Plants—Broccoli, Walcheren, Sutton's Satisfaction and Bonquet, 3/- 100; Brussels Sprouts, Taurus and Sutton's Exhibition, 3/6 100; Cauliflowers, Autumn Giant and Early London, 3/- 100; Kale, Sutton's A 1, 2/6 100; Savoy, Sutton's Drumhead and Best of All, 2/6 100; Vegetable Marrows, 6/- dozen; Celery, Sutton's Giant Red and Solid White 6/- hundred; all post free.—Manager, Lissadell, Sligo. T

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ABOUT Transmission—Robert Craig and Sons, Engineers, Ltd., York street Engineering Works, Great George's street, Belfast, have in stock Pulleys, Mild Steel Shafting, Ring Oil Bearings, and all Power Transmission Appliances. 4 Y

CONCRETE Mixers, all sizes, from 4 cubic feet to half yard, from stock, for Hire or Sale; also Concrete Placing Mast, Trucks, Rails, Winches, Motor Pumps and other Contractors' Plant.—Thompson, Carlow. 13

CABINET Maker's Sliding Table, Crossett Sawbench, by Hafgie), also three Pendulum Swing Crosscut Benches, by Pickie; Circular Saw, Grinder, etc.—Thompson, Carlow. 13 A

ENGINEERS' Tools, Taps, Dies, Drills, Spanners, Wrenches, Files, Reamers, Chisels, and Precision Tools of every variety.—Booth Bros., Stephen street, Dublin. 7

FOR Sale, several Traction Engines, Thrashers, Straw Elevators, Trusses, at low prices to clear.—Duthie, Large and Co., Ltd., Athy. 7 10

OWING to electrification of Plant, we have for Sale one 30 n.h.p. Robey Double Cylinder Undertype Engine and Boiler for 1001bs.; one 20 n.h.p. Overtype Double Cylinder Portable Engine and Boiler for 80lbs.; both reinsure original W.P.; prices £145 and £150; also fifty Split Pulleys, 24"; Shafting and Pedestals; number of complete Counter Shafts, four small Rush Benches, one Rack Bench, 12" Oat Crusher; two Vertical Steam Engines for lighting, etc.—Russell Bros., Ltd., Portarlington. 12 12

TWO Lancashire Boilers, 27½ feet and 30 feet by 7, 30in. diameter, good order; suit fuel oil fuels.—Thompson, Carlow. 13 A

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IS CERTAIN DEATH TO RATS & MICE
FROM CHEMISTS
7½ & 13

At Carrickmacross District Sessions, before Acting Justice Connor, a young woman, Esma Mitchell, of Bath street, Carrickmacross, was returned for trial to the Central Criminal Court on a charge of murdering her infant between May 1 and May 3, and also with concealment of its birth.

THE IRISH TIMES COLUMN FOR NEW BOOKS AND NEW EDITIONS.

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DEAR MR. WALSH.—Please let a fellow-author tell you that he has been having some very happy hours over "The Key Above the Door." Indeed, I could put it more strongly; for I lay a-bed, a semi-invalid, rather thrilled that such a fine yarn should come out of the heather. I felt like a discoverer, too, as I alighted on it by accident, and without any anticipation of the treat that was in store. I am enamoured of your book, and stop to give you three cheers.—Yours sincerely (Signed) J. M. BARRIE.
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IV. Mexico and the Press. *Francis McCullagh.*
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IF you are looking for Wheels, or the Makings of Wheels, Sawn Shafts, Wheelbarrows, or Handles, write Manager, Lissadell, Sligo. T

OAK—Wanted a large Wood of heavy Oak trees; state price. Address "Z 951, Oak," this office. 11 B

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OPTICIANS.

PATRICK Cahill, Optician to His Holiness Pope Pius XI, 15 Wellington quay; 100 years established; high class work; moderate price. 52 3

Books of the Week

LIFE UNDER THE SOVIET.

A QUAKER NARRATIVE.

MR. WICKSTEED is unlike the majority of those who have written on things seen and heard in Soviet Russia. He is neither a journalist hurriedly jotting down the impressions and experiences of a comparatively short visit, nor a fervent admirer or heated opponent writing out of superficial knowledge picked up on a brief and officially conducted tour. He has spent five consecutive years in Russia, lecturing on English literature for Russian students and living the life of an ordinary citizen, obviously but little concerned about politics, national or international. To these circumstances is due this plain and unadorned record of what came within Mr. Wicksteed's personal observation.

It was as a member of a Quaker famine relief delegation that Mr. Wicksteed first went to Russia. Naturally that made him *persona grata* both to the common folk and the Soviet authorities. No doubt, too, he inherited from his father, the Rev. Philip Henry Wicksteed—distinguished equally as Unitarian preacher, Dante lecturer, Greek scholar and liberal economist—something of that urbanity that makes a man of deep sympathy and quick understanding at home among a people to whom he is alien in everything but humanity. These credentials of mission and character explain in large measure why Mr. Wicksteed was accepted by the Russians as one of themselves. They explain, too, why his picture of Russia is far from critical, yet so candid and naive that it seems to bear the impress of truth.

Mr. Wicksteed begins with the shops in Moscow and treats in some detail of the commodities they sell, their price, quality and variety. Then he goes on to tell of the restaurants, their patrons, fare and less material attractions. To readers who have been trying to follow Russian affairs his chapter on housing will be the most instructive because it gives for the first time in English some account of home life after the Revolution by a man who actually lived for a number of years under the conditions he describes. Less novel is the matter in the chapters on the day-to-day life of the streets, the railway system, amusements and amenities, including music and the inevitable theatre and cinema, religion and morals, and education. On the last-mentioned the author's professional status and his service in Russian schools and colleges enable him to speak with a legitimate claim to authority.

A welcome feature in this book is the minor part taken up by political disquisition. On these matters Mr. Wicksteed disclaims any particular competence on the ground that he has no sources of information not usually open to the man in the street. He makes no secret of his liking for living in Russia or his bias in favour of the present *régime* and its conception of freedom—the "basing of the whole national organisation on the motive of social service," as Mrs. Webb terms it in her introduction. At the same time, Mr. Wicksteed is perfectly frank and makes no attempt to hide awkward facts that would render life in Russia to-day somewhat unpleasant for those who relish the more material creature comforts.

"Life Under the Soviets." By Alexander Wicksteed. With an Introduction by Beatrice Webb. London: J. Lane. 6/- and 2/- net.

MONTESQUIEU AND HIS SOURCES.

MONTESQUIEU, the greatest French thinker of the eighteenth century, published his most famous book, the *Esprit des Lois*, at Geneva, in 1748. His aim was an ambitious one; for by examining the spirit of the laws he tried to focuss the whole spirit of civilisation. At first a magistrate, a member of the *Parlement* of Bordeaux, he spent the early years of his middle life in travelling on the Continent. Thence he returned to France to live a scholar's life at his château of La Brède. His book on the "Laws" took him no less than twenty years to write. It was the fruit of his political experiences, his travels and his reading. Others before him had studied the laws of France and of the several nations of Europe, but Montesquieu was the first to select examples of institutions, manners and customs, from all quarters of the globe with which to illustrate his argument. For those countries which he had not visited in person, such as Turkey, India, China and the Americas, he relied on the num

PENMAENMAWR.

ITS IRISH INTEREST.

LORD CLARENDON'S JOURNEY.

(By W. ST. J. JOYCE.)

PENMAENMAWR is well known to many Irish people as an attractive holiday resort on the north Welsh coast. Even those whose only acquaintance with it is derived from an occasional view from the Irish mail must remember the striking appearance of the great mountain, with its face all seared and scarred with quarrying, and its vast heaps of *débris* that seem to threaten the immediate destruction of the road and rail carried along the precarious-looking passage between its base and the sea.

Of the thousands who travel past the place daily, few know of the dangers and hardships that its passage entailed in former times on those who had to undertake the then long and toilsome journey between the English and Irish capitals. So formidable, indeed, were its risks that many travellers chose the longer voyage between Parkgate or other of the Chester ports and Dublin in preference to the route by Holyhead. In unfavourable weather, however, this voyage was liable to be unduly prolonged—sometimes even to two or three weeks—and on this account officers of State, public functionaries and persons travelling on business of urgency almost invariably chose the route through Wales. They kept along the coast until they reached Penmaenmawr, where they were faced with the choice of climbing over the mountain, traversing an unprotected path across the face of a precipice, or crossing the treacherous Lavan Sands near Beaumaris ferry. The difficulties, of course, were greatly accentuated in the cases of persons or parties with heavy baggage.

In "The Correspondence of Henry Hyde, Earl of Clarendon, and of his brother, Laurence Hyde, Earl of Rochester," and in "The State Letters of Henry, Earl of Clarendon," we are afforded much interesting information as to Lord Clarendon's journey to Ireland in 1685, to take up his duties as Lord Lieutenant.

CHESTER'S WELCOME.

The party started from London on the 16th December, and reached Chester on Christmas Eve. They met with a royal welcome there, the military and all the local notabilities turning out to receive them. Lord Clarendon chartered two vessels to convey some of his servants and his heavy baggage from the Dee, and, on the 28th December, he and his party set out, with the lighter portion of his luggage, by the coast for Holyhead. Having crossed the dangerous estuary of the Conway, they were met at Conway town by Lord Bulkeley's son, with an invitation to stay with his family at Beaumaris. The route thither, by Penmaenmawr, being only a narrow bridle-path carried across the face of a precipice over the sea, travellers who had carriages had either to drive them across the Lavan Sands to the Ferry at Beaumaris, or else to have them taken off their wheels and carried by men, with the baggage over the mountain. Many parties had recently lost their lives on these sands, either as a result of being incorrectly informed or to the tides, or through neglect to take competent guides with them. Lord Clarendon, having been informed that there had been no tides sufficiently low at the ebb since the preceding August to make the passage safe, sent a trustworthy servant to make observations that evening at Penmaenbach Point. The accommodation at Conway was so bad, however, that he did not wait for the return of the servant, but started at once to attempt the passage of the sands to Beaumaris ferry.

The whole party set out from Conway at two o'clock p.m., reaching the foot of Penmaenmawr two hours later in the dark, as it was then midwinter. There, exposed to a violent storm of hail and rain, the Viceregal party waited the arrival of the servant, only to learn, when he did come, that the sands were impassable. There was nothing for it but to return, and, bad as the quarters at Conway were, they were a welcome shelter to the dejected and bedraggled travellers.

A DANGEROUS PATH.

Conditions were no better on the following morning, and Lord Clarendon had finally to abandon the proposed passage of the sands. He then arranged to have his wife carried on a litter over the mountain, accompanied by servants on horseback, and directed that his coaches should be taken off their wheels and should be carried over the mountain by men with poles resting on their shoulders. He himself essayed to ride by the path, but he confesses that his courage failed him, and that he dismounted and made the journey on foot, leading his horse. He was greatly impressed, he says, by the stupendous mountain, and vividly describes the dangers of the path, where one false step by the horse would have resulted in the destruction of both horse and rider. This pass at Penmaenmawr, he adds, was accounted one of the worst in the kingdom.

Lord Bulkeley's coach was waiting for them at the western side of Penmaenmawr, having successfully crossed from Beaumaris by the ferry and Lavan Sands. The quantity of baggage, however, made it too risky to cross by the ferry at Beaumaris, and they were advised to proceed to Bangor, ten miles further. There they found that it was little better, the ferry-boats being so small that only three horses could be carried at a time; and this made the crossing very tedious.

There was one gratifying circumstance, however, that served as a set-off to the trials of a toilsome journey. The servants had actually succeeded in the unheard-of feat of driving the carriages over the mountain by harnessing a number of horses in single file and putting men behind every coach to push it. Lord Clarendon was very proud of this achievement and claims to have made a record passage of Penmaenmawr, three coaches and one waggon having been taken over it in this manner for the first time.

DRIVEN ASHORE.

On Saturday, the 2nd January, 1686, the party started from Beaumaris and reached Holyhead the same evening; the road across Anglesey, Lord Clarendon states, was the worst he ever met. The wind being contrary, they had to wait at Holyhead until the 8th; it then changed to the east, and, setting sail that evening, they reached Dunleary after about twelve hours' passage. Although there was no storm, the sea was very rough, everyone on board the small vessel being sick, and Clarendon says, "I was terribly sick to the last hour of my being on shipboard."

On reaching Dublin he found that his horses and baggage had not yet arrived, and some days later he learnt that one of the ships conveying them had been driven ashore by storm at Skerries, and the other into Strangford Lough. All his effects were saved, however, and after some considerable delay, reached him in Dublin.

At the foot of Penmaenmawr was a small inn, displaying a sign with the following couplets, attributed to Dean Swift, and alleged to be those referred to in his "Holyhead Journal," under date September 22nd, 1727:—

"Before you venture o'er to pass,
Take here a good refreshing glass";

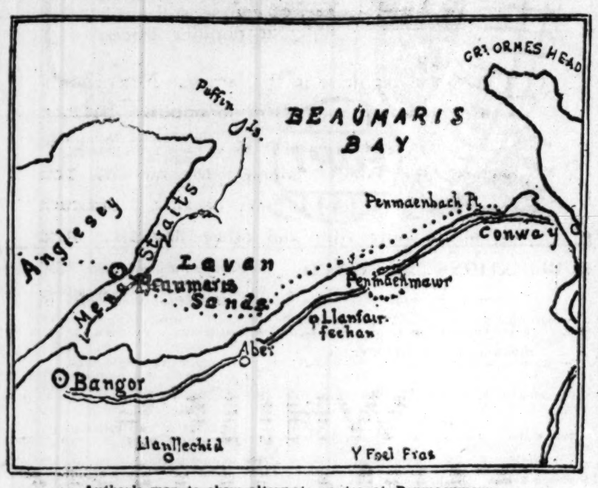
and on the reverse side—

"Now this hill you're safely over,
Drink, your spirits to recover."

About 1765 the passage by Penmaenmawr was considerably improved, and thereafter the dangerous route around Penmaenbach Point and the Lavan Sands was abandoned. As improved, the passage consisted of a path seven feet wide, cut midway up the face of a precipice some 500 feet over the sea. A low wall varying from one to three feet high ran along the edge, but even this poor protection was added only after the municipality of Dublin had made a contribution towards its cost in consideration of the extent to which the route was utilised by the Irish public.

This dangerous passage was at last made practicable for carriages in 1769 by the expenditure of £2,000, voted by Parliament for the purpose. Thereby the last serious obstacle to vehicular traffic between London and Holyhead was removed.

Since that time Penmaenmawr has been altered out of all recognition by quarrying, and the hardy wayfarers of former days who braved the terrors of its giddy heights would, if they could revisit it, scarcely recognise the place as it exists to-day. To the modern traveller, who glides past it in cushioned luxury, it represents little more than one of the milestones on the way to London.



Author's map to show alternate routes at Penmaenmawr.

"GETTING MARRIED."

SHAW PLAY AT THE GAIETY THEATRE.

It was another Irishman, James Stephens, who referred to marriage as "that interminable argument." In Shaw's play the advice is—"Get married; there will be plenty of time to argue about it afterwards." Occasionally one feels with The Bishop, that "There are times when a poker is the only possible end to an argument."; but always on the top of that thought comes a laugh. Shaw's sanity—that "normal vision" of which he boasted—would be intolerable without his wit. Were there no witty irony his audiences would rise up and rend him. Perhaps, one reason why "highbrow" Dublin professes "not to like Shaw" is that Shaw, being a Dubliner, makes his people talk better than they do.

Anyway, "Getting Married" carried its age well. In a community where ideas tend to be static, at least in public, Shaw's plays will never age; but in communities where ideas are subject to the vagaries of fashions, they may grow grey and haggard, until finally they become just "costume pieces." Last night's audience at the Gaiety Theatre enjoyed one of the finest performances of "Getting Married" that Dublin has yet known. Every aspect of marriage was very thoroughly discussed, so thoroughly that even a divorcee decided that she could not believe in any contract that was not for life. It is all very serious and all very good fund, demonstrating that Bernard Shaw is a deeply religious man, whose obsession—he being an Irishman—is religion. Back to religion all come in the end, whatever their arguments.

The entire company played excellently as a team, but special reference must be made to the superb performance given by Mr. Reginald Long as St. John Hotchkiss. In other plays his acting has not impressed one, but in "Getting Married" it was magnificent. Mr. George de Lara's General "Boxes" Bridgenorth, and Mr. Frank Darch's Bishop, were both exceedingly competent interpretations. In Leabia, Miss Margot Lister finds a character exactly to her needs, and Miss Leah Bateman's versatility was demonstrated once again by her Mrs. George. Soames has had more ascetic-looking impersonators than Mr. Vernon Sylvaine, but never has that solicitor-priest had one with a more beautiful speaking voice.

To-night, at 8, "The Doctor's Dilemma."

THE PRINCE'S VISITS

TO MEETINGS BY AIR.

The Prince of Wales arrived by air at Manston, Thanet, yesterday, while the annual athletic meeting of the Royal Air Force was in progress. He afterwards left for Sandwich, where the Amateur Golf Championship is taking place. His aeroplane was accompanied by another machine.

NORTHERN IRELAND CENSUS.

THE FINAL REPORT.

The final report dealing with the census of 1926 of Northern Ireland was issued last night. It shows that the population numbered 1,256,561 persons, of whom 608,088 were males and 648,473 females.

The net emigration to non-European countries in 1922 was 4,500, in 1923 9,000, in 1924 5,335, in 1925 7,140, and in 1926 11,557.

The average age of the population is given as: males 30 and females 31.3.

Of the total population, 62.7 per cent. were returned as single, 31 per cent. as married, and 6.3 per cent. as widowed or divorced.

Numerically and proportionately the Roman Catholics and Presbyterians have further decreased from 1911 to 1926, while the Church of Ireland, Methodists, and persons of Other, and not stated, denominations, each shows a continuation of the increase which has generally taken place since 1911. The greatest increase was one of nearly 12,000 in the number of Church of Ireland and other Protestants. In 1926 the Roman Catholics represented a little over one-third of the total population, the figures being:—Total population, 1,256,561; Roman Catholics, 420,428, percentage of total population 33.5; Presbyterians 393,374, percentage 31.3; Church of Ireland, 338,724, percentage 27; Methodists, 49,554, percentage 3.9; other denominations, 54,481, percentage 4.3.

AN IRISHMAN'S DIARY.

A Dismal Station : Filming the Moon : A Retired Senator.
Otters in Dublin : The Iron Duke : A New Minister.
The Foundling Hospital.

Harcourt Street Station.

It has always been a puzzle to me why Harcourt Street Station was not born with twin platforms. As it stands at present it is a most gloomy and unnatural kind of place, unrelieved by any effort to brighten it up with the cobweb-sweeper or the paint-brush. The great roof adds to its unattractiveness by barring the rays of the sun, though a good glass roof would serve the dual purpose of keeping off the rain in winter and shedding a little brightness in summer. And that ugly-looking "blind" wall which seems to mock every passenger waiting for his train—a long wait if you miss the one that's gone. Surely that could be demolished and the twin platform substituted? The only bright object in the whole of this station—one of Dublin's principal railway stations, too—is the colourful bookstall, which keeps the weary and depressed travellers from going entirely mad!

Dignity and Impudence.

As I walked along Francis street yesterday I saw a small kitten in a shop doorway, and as I approached I saw it arch its back and assume the defensive. I thought at first that it looked on me as a possible enemy until I felt something brush past which turned out to be a large collie dog. I expected a scuffle, but to my surprise the dog trotted majestically by and I breathed a sigh of relief. Not so the kitten, however; for when she saw the danger was past, with a foolhardiness that astonished me, she made a jump for the collie's tail. I almost cried aloud at the kitten's temerity, and looked for a tragic ending to the episode, but with a magnanimity worthy of his kind the dog continued his trot without even looking behind.

Otters in City Canal.

Taking a stroll the other evening along the arm of the canal at Phibsboro,' which is being filled in at present, I was puzzled when I reached its junction with the main canal at Mountjoy Prison, to hear considerable splashing and snuffling amongst the bushes on the far side near a half-sunken barge. At first I thought it was caused by a dog, though it was strange what a dog would be doing over there by himself. Then I thought of rats. I waited and shortly perceived by the bubbles that something was swimming out under water. It circled back and just as it reached the shelter of the bushes I saw the flash of a fairly large body. Then ensued more splashings and cavortings under the bushes. I still thought of rats, but, if so, they were certainly the most colossal rats ever seen—and I had not been to any of the neighbouring hostelries.

After a while I noticed by the bubbles again that two objects were swimming out, and when quite near me one of them sat upright in the water, with his head and shoulders out, and gazed fixedly at me for about two seconds, during which I stood petrified with amazement and something like funk; for it took me some time to convince myself that it was an otter. Then it dived suddenly and swam with its companion to the old barge, and I heard no more splashing.

Afterwards, at the Cross Guns Bridge, I told a local of my experience, and he assured me that he had seen an otter there last year, and actually, at about 7 o'clock one morning, saw one crossing the bridge—and he assured me he was not coming home from Finglas either.

The New Minister for Health.

Evidently economics is no longer thought of as "the dismal science," as Mr. Ramsay Macdonald has chosen so many prominent economists to be members of his Ministry. Very prominent in the number is Mr. Arthur Greenwood, the successor of Mr. Neville Chamberlain at the Ministry of Health. A Yorkshire man by birth, Mr. Greenwood is also a Yorkshire man by education. Born forty-eight years ago, he was educated at Leeds University, where afterwards he became a lecturer in Economics, while being at the same time Principal of the Economics Department at Huddersfield Technical College. Labour in Britain has much for which to thank Huddersfield Technical College, as many of its best men were in its classes at one time or another.

MR. A. GREENWOOD.

For a time Ruskin College, Oxford, absorbed his energies, and then he became Secretary of the Labour Party Research and Information Department. In this country he became fairly well known, particularly to Labour politicians, as a member of the Labour Commission which came here to investigate conditions with a view to negotiating a settlement. The Report of that Commission had much to do with the presentation of Irish conditions to the British public at a very critical time. From 1917 to 1919 he was associated with the work of the Committee and the Ministry of Reconstruction, and in the Labour Ministry of 1924 he was Parliamentary Secretary to the Ministry which he is now to control as Minister.

The Marquess of Lansdowne.

The Marquess of Lansdowne, whose resignation from the Senate of the Free State has been received with much regret, is the sixth holder of the Lansdowne title, which was created in 1784, but he is also the twenty-seventh holder of the ancient Irish title of Kerry, which dates back to 1781.

LORD LANSDOWNE.

The Marquess, who graduated M.A. at Oxford, was formerly closely associated with the Irish Guards, and from 1914 to 1916 commanded the 3rd Reserve Battalion of the regiment. He was member of the British House of Commons for West Derbyshire from 1908 to 1918, and from 1907 to 1910 was a member of the London County Council. He was elected a Senator of the Irish Free State since 1922.

The Earls of Kerry have played a prominent part in Irish history. The first Earl founded the Grey Franciscan Friary of Ardfert in 1253. The second Earl sat in the Parliament held at Dublin in 1295, and attended Edward I. in his expedition against Scotland in 1297.

Real Films.

I often wonder, writes a correspondent, why the cinema proprietors do not give us more of what are known as travel films. Perhaps, they are right in assuming that most people look on the cinema as a place of relaxation to provide an escape from thought, on a level with the latest "thriller" fiction, so that any productions likely to arouse intelligent curiosity should be presented in very small doses. It may be so, but to anyone bored almost to nausea by the inanities of Hollywood, a picture with real scenery, real people, and real events comes as a blessed relief. The Fox Corporation, for instance, have an excellent series of pictures dealing with out of the way parts of the globe, and occasionally one of these may be found sandwiched—a little oasis of reality—between the activities of vamps and the latest and lowest "comic." I saw a picture of this kind recently; one in which certain South American coastal cities were screened with such vivid effect that I was reminded of the Dublin poet's lines on "A Ship from Valparaiso":—

"O you must voyage far if you
Would sail away from gloom and wet,
And see beneath the Andes blue
Our white umbrageous city set."

Filming the Moon.

The cinematographers, indeed, have now gone beyond the confines of the earth for their material; perhaps, we shall soon see the film of the moon, which has recently been taken at Princeton University, New Jersey. A cinematograph attachment was fixed up to the eye-piece of a telescope having an object glass 23 inches in diameter, and with this device sunrise and sunset on the moon were "shot" successfully. There is practically no atmosphere on our satellite, and the sunrise or sunset line moves slowly across the surface at about nine miles per hour, moonlight and shadow being sharply defined. Twilight does not exist, and there is no ruddy glow before the dawn; what is seen at sunset, for instance, is a black shadow with a clear-cut regular edge pushing the light away. It is reminiscent of the "Ancient Mariner":—

"The sun's rim dips; the stars rush out:
At one stride comes the dark."

The best effects, I understand, were obtained in the great crater Copernicus, a huge circular cavity fifty miles wide and "miles deep," which can easily be recognised through an ordinary small telescope. The film, when it was screened, had to be run about 100 times faster than normal. Let us be thankful, at least, that in this region the "Talkie" cannot intrude; the bellowings of Mr. Wells's mooncalves are not likely to reach our ears. But there are many possibilities open to the film-astronomers of Princeton: their next venture may be a "shot" at the planet Mars.

Lengthening a Ship.

Has the scope of the human brain no limit? Is there anything that man cannot accomplish? Sometimes I am quite awed when I see a great ship away on the horizon, steaming, maybe, to the other end of the world.

The other day I was in the shipyards of Messrs. Workman and Clark, Ltd, Belfast, and a long strip of iron or steel sheeting laid along the ground, was pointed out as the beginning of another steamer; a little further on I saw the skeleton work of a great ship, and began to get an idea of how a floating palace is built.

Messrs. Workman and Clark, by the way, have just been commissioned to carry out a most extraordinary task. They have been asked to lengthen the United Fruit Steamship Company's steamer, La Marea, and fit her with a set of new propelling machinery. The lengthening of the ship will mean that she will have to be actually cut in two and an additional "piece" inserted. This is an operation which is by no means common, and will test the skill of the engineers to the fullest.

The Iron Duke.

I see that Captain K. G. B. Dewar, the new A.D.C. to the King is to give up his command of that famous battle cruiser, "Iron Duke," and that Captain E. C. Boyle, V.C., is to be the new commander.

H.M.S. Iron Duke, which arrived at Portsmouth last Friday, was flagship to Admiral Jellico in the Grand Fleet from August 4th, 1914, until November 28th, 1916, and was present as such at the Battle of Jutland. Last year she was at Devonport for large repairs, and is now to serve instead of "Tiger" as seagoing gunnery firing ship.

Captain Boyle won the Victoria Cross in 1915, when he dived the submarine E14 under enemy minefields and entered the Sea of Marmora. In spite of navigation difficulties and the continual danger of attack from hostile patrols, he sank two Turkish gunboats, forced a steamer aground, and torpedoed a transport full of troops.

Captain Dewar, who, by the way, is now the fifth captain on the list, was appointed on May 11th last.

Irish Literary Society's Reception.

The members of the Irish Literary Society in London are anticipating with much interest their visit to the residence of their worthy veteran President, Mr. Ashe-King, on Saturday.

Despite Mr. Ashe-King's advanced age—he is now in his 90th year—his mental and physical activities continue almost undiminished, and there is a happy prospect of his still being President of the Society when he becomes a centenarian.

Mr. Ashe-King is regarded as one of the leading authorities of the day on many of the masters of English literature, and in particular he is famed for his studies of the lives of Dean Swift, Oliver Goldsmith, and Edmund Burke.

In a fortnight's time several members of the Irish Literary Society will cross to Ireland in connection with the meeting of the Royal Society of Antiquaries of Ireland.

Foundling Hospital.

A rather grim sort of humour is displayed in an account in an old Dublin history of the once famous Foundling Hospital, which was closed in the early part of last century. It was situated in James's street, and gradually became one of the most gigantic "baby-farming" institutions these countries ever saw. In the Minute Book, dated October, 1730, it was ordered "that a turning-wheel, or conveniency for taking in children, be provided near the gate; that at any time, by day or night, a child may be laid in it, to be taken in——" It was supposed to provide for unwanted children, but, alas! when the poor infants got inside they were not wanted either. A hospital nurse stated before a committee of inquiry that a medicine called significantly "The Bottle" was handed round to them all at intervals indiscriminately. Nobody was clear as to its contents, but "the children were easy for an hour or two after taking it." Of five thousand odd sent there from 1791 to 1796, only one solitary one recovered! No wonder the House of Commons, when the facts came before it, unhesitatingly recommended the closing of the hospital.

"Trevelyan & Co."

"Trevelyan and Co. had to bundle and go," an Irish popular ballad of thirty years ago announced proudly, and the present Sir C. P. Trevelyan had "to bundle and go" from Mr. Asquith's Ministry in 1914 because he disapproved of the policy which had involved Great Britain in the war. Since that time he has been associated with the Labour Party. Park Lane does not seem a likely birthplace for a Labour leader, yet Sir C. P. Trevelyan was born there 58 years ago. As the son of the late Sir George Otto Trevelyan, he was educated at politics from birth. From Harrow and Cambridge he came to Ireland in 1892 as Secretary to the Lord Lieutenant, Lord Crewe.

SIR C. P. TREVELYAN.

He entered the House of Commons for the Elland Division of Yorks as a Liberal in 1899, and represented that constituency until 1918. Since 1922 he has been Labour member for Central Newcastle. From 1908 to 1914 he was Parliamentary Secretary to the Board of Education in Mr. Asquith's Ministry, and in 1924 he was President of the Board of Education under Mr. Macdonald. He can now resume the work which has absorbed his entire ministerial career.

Sir Charles succeeded to the Trevelyan baronetcy when his father died last year. His younger brother is the famous Cambridge historian, G. M. Trevelyan, and his wife is a sister of the late Gertrude Bell, of Mesopotamia. As a member of the Bell family, his prestige on the North-East Coast is very considerable. Sir Hugh and Lady Bell have been leaders of Radical and Reformist opinion there for half a century. Lady Bell's book, "At the Works," was a famous handbook for social reformers twenty-five years ago.

DOMINICAN COLLEGE, NEWBRIDGE.

PRIZE DAY.

Last Monday the annual distribution of prizes took place at the Dominican College, Newbridge. The grounds were tastefully decorated, and a pleasant programme of music was provided by the Free State Army Band, No. 3. The proceedings opened with a display of physical drill and gymnastics by the boys, which reflected great credit on themselves and their instructor.

In the course of his address at the distribution of prizes in the college theatre, the Very Rev. J. A. Dalton, O.P., Prior, reviewing the work of the year, pointed out that the College might reasonably claim to have given increased proof of its success and efficiency in the prosecution of its threefold end—the physical, intellectual, and moral education of the boys. The junior team failed only by the narrowest of margins to win the Junior Schools' Cup, and that after merely two years' experience of the game. In the Intermediate examinations there had not been a single failure, and the number of honours had exceeded the number of passes in the proportion of four to three. Results in all examinations had been highly gratifying.

The Provincial, the Very Rev. H. M. Donegan, O.P., S.T.M., having distributed the prizes, congratulated the Prior and the staff on the excellent work of the past year.

After the distribution of prizes the College Dramatic Class gave a pleasing rendering of "Julius Cæsar."

In the evening the visitors were entertained to tea in the large pavilion on the lawn.

Thousands of ladies keep a box of Martin's Pills in the house. Those who use them recommend them, hence their enormous sale. Price 5s. Sold by all Chemists and Stores; or post free from proprietors, Martin, Chemist, Southampton. —[Advt.]

BROADCASTING.

DUBLIN (2RN)—411 Metres.

1.30-2.0 p.m.—Weather Forecast and Gramaphone Concert. 6.0—Gramaphone Concert. 6.15—Uair i dTir na n-Og—Muiris O Cathain. Kitty Fagan. Sally Willow. 7.0—Gramaphone Concert. 7.30—Gardening Talk—G. O. Sherrard. 7.45—Welsh—Professor J. Lloyd Jones. 8.0—Concert—Station Orchestra—Overture, Comedy Overture; Entr'acte, Chang and Mecca (Finck), Frank Jinks (baritone) (Silzo)—The Bard of Armagh (arr. J. F. Larchet), Little Mother of Mine (Burleigh), Panis Angelicus (Franck), Danbne Garrait (violin)—Larghetto (from Devil's Trill) (Tartini), Mallorca (Edmunds). Waltz—Scherzo (Rosenbloom), Edie O'Dwyer (soprano)—Scottish Songs—We'd better bide a wee (Moffatt), Angus McDonnell (Roeckel), Banks of Loch Lomond (Trad.), Orchestra—Dances—Dance of the Hours (Ponchielli), Dance of the Waves (Catalani), W. J. Hobbs (tenor)—Songs from "Mignon"—In her Simplicity (Thomas); Farewell, Mignon (Thomas), Station Orchestra—Selection from "Mignon," W. J. Hobbs (tenor)—Songs (Sullivan)—Once Again (Sullivan), Station Orchestra—Selection, Popular Songs (Sullivan), Dina Copeman (piano)—Ballade A Flat Major (Chopin), Nocturne F Sharp Major (Chopin), Hark, Hark the Lark (Schubert) (Liszt), 10.0—"The Old Timers." 10.30—Weather Forecast and close down.

BELFAST (2BE)—302.7 Metres (991 Kc.).

12.0—Light Music—The Radio Quartet: Suite, "The Shoe" (Ansell); "An Autumn Song" (Haydn Wood); Selection, "Tip Toes" (Gershwin); "Three English Dances" (Quilter). 12.30-1.0—Gramaphone Records. 2.30—London Programme relayed from Daventry. 4.15—A Concert—The Radio Quartet: Selection, "Tannhäuser" (Wagner, arr. Alder); Suite, "English Folk Songs" (Vaughan Williams); "Two Light Syncopated Pieces" (Eric Coates). 4.45—Eva McCombe and Beatrice McComb: "Friendship" (Marzials), "An Irish Slumber Song" (Newton); "A Streamlet Full of Flowers" and "Nearest and Dearest" (Carracciolo). 4.55—Quartet—"Miniature Ballet Dances" (Ansell): Selection, "Hit the Deck" (Youmans). 5.15—The Children's Hour, 6.0—"Mockery in Cookery," by Miss Kate R. Lovell. 6.15—S.B. from London. 7.45—An Orchestral Concert—The Symphony Orchestra: Overture, "Carnival," Op. 92 (Dvorak). 7.55—Symphony No. 4c in G minor (Mozart). 8.15—Eleanor Toye and Orchestra: "Gentle Morpheus, Son of Night" ("Alceste") and "What Though I Trace each Herb and Flower" ("Solomon") (Handel). 8.27—Orchestra, Ballet, "Ruses d'Amour" (Love's Stratagems) (Glazounov). 8.42—Eleanor Toye: "A Derbyshire Song" (Alec Rowley), "Come, oh Come, My Life's Delight" (Harty), Gavotte (Herbert Howells), "I Heard a Piper" (Arnold Bax), "Sherwood" (J. R. Dear). 8.55—Orchestra: Dances, "As You Like It" (German). 9.0—S.B. from London. 9.15—The Senior T.T. Race: An Eye-Witness Account; S.B. from Liverpool. 9.35-11.0—S.B. from London.

LONDON (2LO)—358 Metres (838.8 Kc.) and DAVENTRY (5XX)—1,562.5 Metres (192 Kc.).

10.15 a.m.—The Daily Service. 10.30—Time Signal, Greenwich: Weather Forecast. 10.45—The 30s. a Week Budget. 11.0—Gramaphone Records. 12.0—A Sonata Recital. 12.30—Organ Recital. 1.0-2.0—Light Music. 2.30—For the Schools. 4.15—Light Music. 5.15—The Children's Hour. 6.0—Miss Kate R. Lovell: "Mockery in Cookery." 6.15—Weather Forecast, etc. 6.30—Ministry of Agriculture Fortnightly Bulletin. 6.45—The Foundations of Music. 7.0—Mr. G. A. Atkinson: "Seen on the Screen." 7.25—"Some Makers of Modern Politics." 7.45—A Light Symphony Concert. 9.0—Weather Forecast, etc. 9.15—Eye-Witness Account of the Senior T.T. Race by "Ixion"; S.B. from Liverpool. 9.35—Vaudeville. 10.45—Surprise Item. 11.0—Dance Music.

DAVENTRY EXPERIMENTAL (5GB)—482.3 Metres (622 Kc.).

3.0—Organ Recital. 4.0—Dance Music. 5.30—The Children's Hour. 6.15—Weather Forecast, etc. 6.30—Light Music. 8.0—"More Djinn and Bitters." 9.0—A Military Band Concert. 10.0—Weather Forecast, etc. 10.15—Dance Music.

ROYAL HOSPITAL FOR INCURABLES.

ENJOYABLE GARDEN PARTY.

Through the kindness of Mr. and Mrs. Arthur H. S. Orpen, a most enjoyable afternoon was spent at a garden party given to the patients of the Royal Hospital for Incurables, which was attended by a large number of governors and friends of the hospital. During the afternoon the band of the Civic Guard, under Mr. A. J. Norris, R.M.S.M., played a delightful musical programme.

At the conclusion Mr. P. J. Brady, on behalf of the Board of Governors and patients, warmly thanked Mr. and Mrs. Orpen for their great kindness in again providing such an enjoyable afternoon.

Mr. Orpen acknowledged the vote of thanks.

The catering arrangements were in the hands of Messrs. Mills.

PARKNASILLA.

ITS CLAIM ON TOURISTS.

THE NEW GOLF COURSE.

(From a Correspondent.)

Much has been written in recent years as to the advantages to be gained by Ireland through development of its tourist industry. It is but true to add that much has been already done to promote that industry. So far our tourists mostly come from the United States, and in their usual speedy fashion they rush through the country, having neither the time nor the inclination to spend more than a few days altogether in viewing and seeing Ireland, North and South. Unfortunately, too, the visits of our United States friends are mostly paid in the months of July and August, when home and British demands on our available hotel accommodation are at peak point, and when our best known tourist resorts are frequently overcrowded. For several reasons this fact is regrettable. Apart from the discomforts arising from overcrowding in July and August, it is a pity that we have not many more visitors in other months, such as May, June, September and October. We could hold out, as a lure to strangers coming to Ireland in May and June, our scenery at its very best; and in September and October, autumn tints of surpassing beauty.

Crowds of British holiday travellers cross to the Continent in these months, and spend days in stuffy continental trains and hotels, in search of warmth and sunrays. Within much easier reach of them are charming and salubrious places in Ireland, where their objective can be quickly and more cheaply secured—and this remark applies also to the many Irish people who have often sojourned in Great Britain and the Continent, and who have never sought similar enjoyment in their own country.

The foregoing considerations have arisen from visits paid within the past few weeks to Parknasilla, on the extreme southern shore of County Kerry. Its natural charms require no elaboration—they are unique, and he would, indeed, be hard to please who could be indifferent to their allurement. There, beautifully blended, the visitor will find mountain, lake and sea views in glorious setting, sheltered from harsh winds, and abounding in tropical foliage and sweet-smelling flowers, all within view from the artistically placed hotel, modern in its equipment and its supply of creature comforts for its patrons. The Great Southern Railways Company has made Parknasilla its own, and has spared no expense in bringing its fine hotel there to a state of perfection in keeping with the nobility of the surrounding natural beauty. The hotel residents have a wide choice of entertainment. Within the hotel grounds there are excellent facilities for open-sea bathing and there are indoor sea-water baths; there are motor boats and rowing boats for cruises in Kenmare Bay and for visits to its island beauty spots. Motor cars are available for day trips by land to Killarney, Glengarriff, Kenmare, Valentia and other places of note.

THE GOLF COURSE.

It is opportune at this moment to mention that Derrynane, the birthplace of Daniel O'Connell, is within short driving distance of Parknasilla. For those who desire active exercise there is provision for tennis, and within the past few months a golf course has been laid out which promises already to be one of the most attractive of the pleasures designed by the railway company for its hotel patrons. The course has been laid in the Derryquin estate, which is noted for its picturesque position.

Though the links have been planned and laid out within the past three months only, they have been thrown open to the hotel residents, whose appreciation of them—even in their naturally immature condition—is unstinted. There can be no doubt that in the course of a short time they will prove a lure to all golfers who desire to pursue their favourite recreation on a good course in the choicest natural surroundings.

It is interesting to read the following commendations of the course from such well-known golfers as Mr. Dom. C. Morrogh, of Cork, and Mr. N. Manly, of Dublin.

Mr. Dom. C. Morrogh writes:—"A nine-hole golf course, laid out by T. Travers, the professional at Kingstown Golf Club, has just been constructed at Parknasilla. Situated, as it is, in most picturesque scenery, the course should eventually be of a very interesting and sporting nature, and a source of much pleasure to visitors to Parknasilla, whether good or bad golfers. The work of construction was only started in March, and already one can enjoy a game of golf over the course, which is a great testimony to all concerned with the work of construction."

Mr. Manly says:—"In the comparatively short time of three months, Travers, of Kingstown, has laid the foundations of what is going to be a really sporting little nine-hole course. The attraction of these links, situated in the midst of unrivalled scenery, is unique."

PARISH OF ST. MATTHEW, IRISHTOWN.

A summer *fête* in aid of the building of a rectory will be held in the Parochial Hall, Irishtown. It will be opened to-day by Lord Glenavy at 3.30 p.m.

Smith's Dock Company, South Bank, Middlesbrough, are reopening Ropner's shipyard, Stockton, which they purchased recently for overflow work.

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AMERICAN PASSENGERS BOUND FOR GALWAY.

The North German Lloyd liner Karlsruhe which leaves Boston on June 17th and New York on the following day to reach Galway on June 27th, will bring a special party of Irish passengers booked from New England and conducted by Mr. James T. Hogan, of the Boston Office; a large party of Irish National Foresters, led by Mr. James J. Mullen, National High Chief Ranger of the Order in the United States, and another party booked in New York.

The annual rate of mortality in England and Wales during the week ended June 8 averaged 10.5 per 1,000.

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ICAN PASSENGERS BOUND
FOR GALWAY.

North German Lloyd liner Karlsruhe,
leaves Boston on June 17th and New
n the following day to reach Galway
e 27th, will bring a special party of
assengers booked from New England,
ducted by Mr. James T. Hogan, of the
Office; a large party of Irish National
rs, led by Mr. James J. Mullon,
l High Chief Ranger of the Order in
ited States, and another party booked
York.

annual rate of mortality in England
Vales during the week ended June 8
d 10.5 per 1,000.

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YESTERDAY IN DAIL EIREANN.

MAJORITY OF TEN FOR JURIES PROTECTION BILL.

FIANNA FAIL AND THE FATAL EXPLOSION IN CLARE.

URGENT NEED OF NEW TRANSPORT LEGISLATION.

References to the death of Detective O'Sullivan, who was killed by the explosion of a mysterious box near Kilrush, County Clare, on Tuesday evening, were made in Dail Eireann yesterday during the debate on the final stage of the Juries (Protection) Bill.

The Minister for Justice described it as a murder—"one of the most cold-blooded in its calculation and diabolical in its execution" that had ever been perpetrated in this country—but members of the Opposition declared that there was nothing to prove that it was not an accident.

The Juries Bill passed its final reading by 68 votes to 58, the minority being composed of Fianna Fail and Labour deputies.

During the debate on the vote for his Department, the Minister for Industry and Commerce stated that tariffs had given employment to 12,000 persons, while trade loans had given employment to another 2,000. Conditions, therefore, had advanced to a better balance between industry and agriculture.

He had come to the conclusion that the series of Acts founded on the principal Trade Loans Act had exhausted their utility, and, unless there was an increase in the applications under the Act during the next few months, he did not intend to ask for a renewal of the measure.

Mr. Lemass (Fianna Fail), in moving that the vote be referred back, said that the Department had failed in its function of stimulating trade and industry. He maintained that the time had come when the State should purchase the railways, including the Great Northern Railway. The transport problem was chaotic.

In replying, Mr. McGilligan said that the examples of Germany and Belgium did not encourage railway nationalisation.

The vote was passed by 62 votes to 52.

The bill altering the hours of trade for licensed houses in Dublin on Sunday, June 23rd, passed through all its stages, and the bill dealing with rent restrictions also was passed.

THE FATAL EXPLOSION IN CLARE.

"HATEFUL-MINDED ASSASSINS."

Mr. FITZGERALD-KENNEY, Minister for Justice, in moving the final stage of the Juries (Protection) Bill, said that the introduction of the measure was necessitated by the existence of a conspiracy to prevent the operation of the criminal law in the country. That was shown by the murder of a witness and the attempted murder of a juryman. Unfortunately, since the bill was last before the House, they had further evidence of that conspiracy. On Tuesday night in County Clare a murder was perpetrated—one of the most cold-blooded in its calculation and diabolical in its execution that had ever been perpetrated in the country. It was a murder which must fill with loathing and abhorrence the minds of every decent, self-respecting person in the country. In the County Clare a young Guard was deliberately blown to pieces, and two other members of the Garda were seriously injured by a trap mine.

No doubt, the whole diabolical design of the perpetrators of this murder was not carried out; for the mine was not opened in the barracks. The unfortunate young Guard—a fine type of Guard, a splendid young Irishman—met his death discharging fearlessly the duties of his position and the duties he owed to his country. He had died for his country. It was an awful thing that, in their country, things of that kind should happen. Theirs was, on the whole, a country that was free from crime, and it seemed as if the criminality of the whole community had concentrated itself in the minds of a few of these desperate, hateful-minded assassins, who were endeavouring to break down the administration of the law by every means, no matter how diabolical. It was to safeguard the lives of jurymen from this type of men that this bill was introduced, and the House now asked to pass the bill.

"THE CHIEF SCAREMONGER."

Mr. RUTTLEDGE (F.F., Mayo N.), who moved the rejection of the bill, said that it would have been much more decent if the Minister had announced that the bill was not an attempt to protect jurors, but was camouflage to abolish the jury system altogether. The Minister had given no indication as to what way that bill was to preserve in safety the lives of jurymen if such were ever in danger. There had been a good many wild statements made as to conspiracies on foot, but it took the Government a very long time to bring forward the bill if they were honest in their belief that the bill was necessary. The first time they heard of its necessity was in the North Dublin election. The President was the chief scaremonger in the matter. He was the first to broadcast the statement as to such a conspiracy being on foot, and he was the first to repudiate the scaremongering he had started himself. If there was ever a measure introduced to try to terrorise jurors it was that bill. Why did not the Minister, if he had confidence in his judges, leave in their hands the power to clear the court if they thought fit? Under the bill the judge must, on the evidence of a superintendent of the Civic Guard, clear the court. That was humiliating to the judges.

The Deputy then quoted from Lord Shaw, who said that publicity was the very source of justice and a guarantee of security and fair trial. Continuing, he said that even the Press were to be curbed, and the public would be cleared out of the court, and the Star Chamber proceedings would receive no respect from anybody. If there was any method by which the State could get a "packed" jury it was under Section 3 of the bill, and as regarded secrecy of the jury panel the Minister for Justice knew quite well that persons who served on juries were well known all over the countryside. That bill was not a bill for the protection of jurors; it was a bill for the intimidation of jurors, and was intended solely to abolish the jury system altogether.

"EXASPERATION" IN CLARE.

Referring to the section which provides penalties for refusal to recognise the Court, Mr. Ruttledge expressed the hope that there would be young men who would be prepared to resort to passive resistance for the purpose of trying to break down the administration of laws which were immoral in their conception. The Minister was very indignant at the occurrence in Clare, but the Minister had a good deal to say to occurrences in Clare. Time and again questions had been raised in the Dail regarding attacks on citizens in County Clare by members of the C.I.D. Affidavits were brought into the House, but the Minister simply sneered at them. If these things continued did the Minister not realise that expasperation would result? He did not know yet in what way the Clare tragedy happened, or whether it was an accident.

Mr. FITZGERALD-KENNEY—The Deputy does not give an unqualified condemnation of the murder.

Mr. RUTTLEDGE said that he had always condemned murder. He condemned it in 1922, when murders were committed on the 8th December. He had not seen it stated definitely whether the occurrence in Clare was premeditated, but, if it was, then it was murder.

MINISTER BLAMED.

Mr. FITZGERALD-KENNEY—Then the Deputy apologises for it?

Mr. RUTTLEDGE—I wish the Minister would get up and apologise for the way he has treated complaints of assaults by the C.I.D.

Mr. FITZGERALD-KENNEY—The Deputy encourages these things to happen.

Mr. LEMASS (F.F., Dublin, S.)—You are encouraging them. You are directly responsible for what happens.

Mr. T. J. O'CONNELL (Lab., Mayo, S.) said that he did not believe that the bill would serve as a deterrent for such things as had happened recently in Dublin and in Clare on Tuesday night—if the latter affair was deliberate.

Mr. LITTLE (F.F., Waterford) said that they did not yet know whether what happened in Clare was not an accident. As they were not in full possession of the facts, the matter should not have been brought up there. The anonymous letter might well have been the work of an *agent provocateur*.

JURIES BILL PASSED.

The motion that the bill should pass was carried by 68 to 58.

The Fianna Fail and Labour Deputies voted in the minority.

AGRICULTURE AND INDUSTRY.

SECURING A BETTER BALANCE.

Mr. McGILLIGAN, Minister for Industry and Commerce, speaking on the Vote of £70,300 for his Department, mentioned that the item in respect of participation in foreign exhibitions had disappeared from the estimate. The only time industrialists here were prepared, ordinarily speaking, to exhibit at foreign fairs or exhibitions, he said, was when the cost of carriage, insurance, etc., was borne by the State, and that was a claim which the Government could not admit to be a proper one.

The Minister went on to review the activities of his Department and to discuss the comparative positions of agriculture and industry in the Free State at the present day. The value of industrial production in the narrower sense—that was excluding maintenance, repair, and such works—was £20,000,000, and of agricultural production 53¼ millions. Other figures should here be taken into consideration. Agriculture gave employment to nine times as many people as industry, but the amount per person for agriculture was about £80, as against £266 per person for industry.

IMPORTANCE OF INDUSTRY.

He did not want to quarrel with the statement that agriculture was the main industry of the country, but the figures he had quoted showed the great importance of the manufacturing industry. Certain definite arrangements had been made for the fostering of industry. They took a variety of forms, like tariffs and trade loans, and putting up money for certain productions like beet sugar. Tariffs gave increased employment to the extent of twelve thousand persons, while trade loans—of which only £400,000 of an available £1,000,000 had been guaranteed—gave increased employment to the extent of two thousand persons. In other words, fourteen thousand extra persons had been employed as a result of tariffs and the credit facilities provided.

On that basis alone the contention could be made that conditions had advanced to a better balance between industry and agriculture. That contention could be fortified by a study of the import figures in relation to increased home consumption for certain tariffed articles. In face of this, people who continue to say that there was no improvement should explain how the improvement was going to come about. If he were to be told that, in fact, there was no improvement in the country in the sense of making a better balance between agriculture and industry, how could it be assumed that taxing more articles was going to rectify the balance?

BETTER BALANCE SECURED.

It had been said that certain factories had closed down. He would be glad to be told what one could have been saved by State action. There had been increased industrial activity, and if it were denied that there was an advance to a better balance between agriculture and industry then the only conclusion that one could come to was that a fifty per cent. tariff barrier and £400,000 of an available £1,000,000 worth of credit facilities were no use.

Mr. MOORE (F.F., Wicklow)—It may be that the tariffs are insufficient.

Mr. McGILLIGAN replied that as to that one should take the opinion and experience of industrialists as against the layman. The fact was that as a result of tariffs and the State aid under the Trade Loans Act 14,000 people had been put into industry. There was there definite evidence of an improvement.

Mr. LEMASS—Improvement as compared with when?

Mr. McGILLIGAN—As compared with when there were no tariffs.

Mr. LEMASS—Would you say as against 1920?

Mr. McGILLIGAN—Yes, I think so, although I think 1920 is a bad year for the deputy to take.

Mr. LEMASS—Say 1914.

Mr. McGILLIGAN—Decidedly.

Continuing, the Minister asked was it going to be the contention of any party with any belief in protective duty and State aid that the state of things operating in 1914 was likely to bring about a better situation than existed now.

TRADE LOANS ACT.

The total amount of loans granted under the Trade Loans Act was £320,000 to date, and the total expenditure on salaries and wages was £370,000. He had come to the conclusion that the series of these Acts, founded on the principal Trade Loans Act, had exhausted their utility.

Few applications of any importance were now coming forward, and there was no evidence that the Acts had brought about the position hoped for—of enabling industries to secure capital at a lower rate of interest than they could get in the ordinary way. In some cases the employment given had been considerable, but one would need to be a great optimist to consider that the employment would be anything like permanent.

One fact emerged from the history of the Trade Loans Acts—it had not been discovered that banks in this country had been unduly restricted in financing industry. In very few cases that had gone before the Advisory Committee by way of appeal did the Committee pass any application that the banks had previously refused to finance.

Unless in the next few months there was an increase in the applications under the Act he did not intend to ask for a renewal of the Act. What he intended to do in the future was that it would be thrown more as a burden on his officials through the country to get into touch with people and to segregate the cases where industry sought mainly or only for starting the provision of capital, and to bring people who had control of money into contract with these people.

If there was any big concern involving a big sum of money, he proposed to deal with it by coming to the Dail and stating the case for it, and letting the Dail pass opinion on it.

TRAFFIC CONTROL BILL.

The Minister went on to deal with the question of transport, and said that not by any means as heavy taxation had been imposed on 'buses as he would like to see, nor adequate taxation to meet the damage caused by this type of transport service to the roads. If, in the interim between this and next year, they discovered that the 'buses with this increased taxation were not paying their way, then this taxation would have to be increased.

In regard to the safeguarding of life and limb of passengers on 'buses and of other users of the highway, certain orders had already been made with respect of these vehicles, and these orders would be supplemented by legislation promised by the Minister for Local Government, which was in course of preparation and which would be introduced in the autumn.

Mr. DAVIN (Labour, Leix-Offaly) asked how did the Minister justify giving one section of 'bus owners the right to run 'buses in any place they wished and at any time and restricting another section to running in certain limits.

Mr. McGILLIGAN replied that the only people who were restricted were the railway companies. The reason for this restriction, as already explained, was to meet an anxiety felt by members of the House that if the railway companies were allowed to run 'buses without restriction they would use what had been described as "their great financial resources," they would put 'buses on the roads for short periods to wipe out competitors and then take off the 'buses. He did not think it desirable to withdraw these restrictions, and, if anything, the move was in the other direction—to impose on other people restrictions somewhat similar to those on the railway vehicles. He did not intend to ask for further legislation giving him, or some statutory body under the Department, such control over road vehicles as there was at present over rails.

'BUS TRAFFIC DEVELOPMENT.

There were certain parts of the country which had yet to be opened up, and where 'buses could play a tremendously big part in the life of the people and in aiding the railway situation. In other parts there were too many services, but on the general question of co-ordination, with the increased taxation on 'buses and with the increased fares so necessitated, there was going to be a bigger burden in the weight of expenses to be faced by any company entering into road services, and this would lead to the amalgamation of the smaller people. The process was under way at the moment.

DEPARTMENT DUBBED A FAILURE.

MR. LEMASS WANTS STATE TO BUY RAILWAYS.

Mr. LEMASS (F.F., Dublin, S.), in moving that the vote be referred back for further consideration, said that he could not honestly believe that the right national spirit or ability or mentality were to be found in the Department. There were 348 officials employed in the Department, of whom eight received salaries of over £1,000 a year, and sixteen received in or about the £1,000 mark per annum. One would expect that these officials would have little difficulty in working the Department. It was to be regretted that the Department did not publish an annual report on the lines of the report of the Department of Local Government. They were in the dark as to what the Department of Industry and Commerce were doing, except what the House learned from the statements made by the Minister. The work for the past year would appear to be almost negligible. In its function of stimulating trade and industry it must be concluded that the Department had failed. There were more people engaged in agriculture than agriculture could find work for, and the agricultural population as a whole was under-worked. A comparatively small number was engaged in industry. He thought the Minister was unduly optimistic in saying that the trend of events was towards a better condition of industry in the country.

THE TARIFF COMMISSION.

Referring to the Tariff Commission, Mr. LEMASS said that it was obvious the machinery of that Commission had broken down. In 1926 some thirteen groups of industries sought to have their applications for tariffs considered, but only four succeeded in having their case considered up to the present. At that rate it would probably be ten years before the last of them would be dealt with. That was not fair to those who had their capital in Irish industries. The coach-builders, for instance, had applied for protection in 1926, and many of the large coach-building factories concerned in the application were now about to close down. It would probably be another twelve months before the Commission had sent in their report, and the industry might have disappeared in the meantime. If the Government was committed to the operations of the Tariff Commission, why should they not appoint two or three more Commissions to deal with the rush of applications.

He (Mr. Lemass) believed that it was possible to have efficient industries decentralised—that was to say, grouped in the towns and rural areas, without the attendance of city slum evils. The Shannon power would help considerably in this decentralisation.

BANKS CRITICISED.

If they compared the attitude of the banks in Germany and the United States towards industry with the attitude of the Irish banks, they would see a vast difference. There was, without a doubt, a large volume of Irish capital available for investment at home, which was exported through the medium of the banks. The banks, he declared, exercised a considerable influence on the holders of this capital, and it was an influence which was used to send capital abroad. It should be possible to hammer out a scheme to place at the disposal of the Government a considerable portion of that capital, the property of Irishmen, which the Minister could utilise for the development of Irish industries.

Continuing, Mr. Lemass said that the records of the charitable societies in Dublin showed that there were 80,000 unemployed people in the city.

Mr. McGILLIGAN—One-third of the population of the City of Dublin—not possible.

Mr. LEMASS explained that the figure covered the unemployed people and their dependents, and he thought that in that case the figure was not excessive.

CHAOTIC TRANSPORT.

It was the general belief, he proceeded, that transport was in a chaotic condition, and the blessed word co-ordination was on everybody's lips. Apparently the policy of the Government was that chaos must become more chaotic before it would intervene. The reduction in the expenditure of the Great Southern Railways had been secured by what one might describe as failure to make proper provision for depreciation. The management of the railways was not such as would inspire confidence that the service would be carried on for the benefit of the public. If the 'bus competition was not arrested there was very little prospect that the railways would be put on a sound basis for a long time to come or that they would be able to earn the standard revenue fixed by the Railway Tribunal.

If the railways were to become an economic propostion there must be some regulation of the 'bus traffic. Either deliberately or through lack of foresight the Government had allowed the 'bus problem to develop to its present position. There was no doubt that 'buses were a great boon to a large body of citizens, but the Government were now engaged in a ramp to drive the 'buses off the road, and appeared to think that the only 'buses that should be allowed to remain on the roads were those owned by the railways. On the one hand, they had the railways inefficiently manager, and, on the other, 140 'buses engaged in cut-throat competition, and if the position was allowed to continue on its present lines it would be much more difficult to solve.

STATE-OWNED RAILWAYS.

The time had come, they believed, when the State should purchase the railways, including the Great Northern Railway. This would involve the setting up of a tribunal to estimate the value of the railways, and they suggested the payment of stockholders in railway bonds and the establishment of a sinking fund for the redemption of the bonds.

A National Transport Board should be set up representative of the various interests using the railways and of the Government. The board would have absolute control of the management of the lines, and the profits would be paid into a special fund under the control of the Minister of Finance.

This Transport Board would also have control of the transport services on the road, and the State should also transfer to the board the interests of the shareholders in the Grand Canal.

MORE HELP FOR INDUSTRIES.

Mr. J. J. BYRNE (Government, Dublin N.) said that the amount of progress that the Free State had made industrially was nothing like what their small competitors in countries overseas were making. A gentleman had invested £25,000 in the manufacture of cloth for ready-made clothing in Dublin, and when the Government had changed the tax on imported cloths this merchant had lost his money. Industries would not prosper until they received help like that which was given to agriculture. If industrial regeneration was to take place the Government must go a little further on the road than they had yet gone.

He agreed with Mr. Lemass that the transport system was not a great distance from chaos. The sooner that question was tackled the better in the interests of the State. They had two systems of transport working in wasteful competition with each other, and without any benefit to the State. Instead of these two relatively inefficient services they wanted one efficient service.

FACTORY DANGERS.

Mr ANTHONY (Labour, Cork Borough) asked the Minister for information regarding the existing legislation or future contemplated legislation for the protection of life and limb in the factories, workshops, and construction works of the Irish Free State. Steps, too, should be taken to block up the avenues for the evasion of the existing laws.

Mr. CARNEY (F.F., Donegal) drew the Minister's attention to the importation of foreign stone for use in Irish building schemes, while stone just as good, if not better, was available in all parts of this country.

Mr. HOGAN (Labour, Clare) called attention to the cases of a number of people whose lands had been acquired in connection with the Shannon scheme, and who had not been compensated.

Mr. T. J. MURPHY (Labour, Cork, W.) said that he was not surprised at that, for the whole machinery of the labour exchanges was unsatisfactory.

MINISTER'S REPLY.

Mr. McGILLIGAN, in closing the debate, said that Deputy Lemass had complained that thirteen groups of industrialists had made applications to the Tariff Commission, but that only four had been dealt with. Not one single case of undue delay could be made against the Tariff Commission, but quite a number of cases of undue delay could be made against the applicants themselves for not bringing forward their applications in time, and for not answering rebutting evidence when it was put up to them. If it took ten years to hear the rest of the applications, as Deputy Lemass had said, the blame for the delay must be put upon the applicants instead of upon the Tariff Commission. That was his reply to the question, "Why not appoint two Tariff Commissions?"

He (the Minister) could get evidence from industrialists to say how his Department had assisted them. The case was sometimes made for industrialists by officials of his Ministry. He had never indicated any preference for big business over little business.

Continuing, the Minister said that Deputy Lemass had declared that the banks did not give to industry in this country what the banks in other countries did. The deputy had criticised him for not holding to his 1924 attitude towards the banks. He could not hold to that attitude in face of the facts since presented to him. He had formed a very sound appreciation of the attitude of the banks towards propositions put before them. One of the reasons why certain banking institutions were not as healthy as others was that they had lent money too freely to industries. He would say deliberately that there was no fault to be found with the banks in regard to their attitude towards productive and manufacturing concerns in this country.

RAILWAY NATIONALISATION.

The Minister stated that Deputy Lemass had "a kind of plan" for dealing with the railway situation—it was very near nationalisation. The State would purchase, and rail bonds would be issued. Then there would be set up a National Transport Board representing railway users and the Government, and the Government would have certain powers to prevent undue burdens being placed on the State. He did not know what undue burdens were, because 16,000 extra Civil Servants might be added. How the railway staffs could be prevented from assimilating themselves as Civil Servants he did not know. Did the Deputy know what had happened as regards railways in Belgium and Germany within the last ten years? He did not think that anything that happened in these countries would lead anyone anywhere near to nationalisation.

The amendment was defeated by 62 votes to 52.

The vote was then put, and carried without a division.

COPYRIGHT BILL.

In moving the second reading of the Copyright Preservation Bill,

Mr. McGILLIGAN said that the necessity for the bill had been brought about by a decision of the Supreme Court over a year ago. It had been discovered that the intentions of the Legislature as expressed in the debate with regard to the Industrial and Commercial Property Act of 1927 had not in fact been carried out. By that legislation it was intended that the time gap which existed as between the date of the Treaty and the date of the passing of the Act of 1927 should be bridged, and that copyright which had previously subsisted should be carried over. The Supreme Court had decided that it was not carried over, and this bill saved the situation in regard to assignments.

The second reading was agreed to, and the Committee stage fixed for next Thursday.

BILL PASSED.

The Increase of Rent and Mortgage Interest (Restrictions) Bill was passed.

THE TOTALISATOR.

Mr. Blythe was given leave to introduce a bill to make provision for the regulation and control of Totalisators by the Revenue Commissioners, and for other matters connected therewith.

The second stage was fixed for next Thursday.

AGRICULTURAL CREDIT.

A first reading was given to a bill to authorise an increase in the capital of the Agricultural Credit Corporation, Ltd., to authorise the making of divers alterations in the Memorandum and Articles of Association, to make further and better provision for the issue of certificates of charge by the Corporation, and to extend the provisions of the Agricultural Credit Act, 1928, to unregistered land.

LICENSED HOURS ON JUNE 23.

President COSGRAVE moved the second reading of a bill, which was received from the Senate, authorising the alteration of the hours during which publichouses may be kept open in the City of Dublin from 2 to 5 o'clock (as at present) to 4 to 7 o'clock on Sunday, the 23rd inst. The change would refer to only one day—namely, the Sunday on which the city would be crowded by visitors from all parts of the country in connection with the celebration of the Centenary of Catholic Emancipation.

The second and the Committee stages were passed without amendment.

On the report stage,

President COSGRAVE, replying to Mr. de VALERA, said that the Dublin Metropolitan Area referred to in the bill covered what was really within the area of the Dublin Metropolitan Police—that was to say, from Dollymount (on the North side) to Killiney (on the South), and to the bridge over the river at Chapelizod (on the other side).

The bill was passed.

The House adjourned until 3 p.m. on Thursday, 20th inst.

LAW REPORTS.

REPAIRING A HOTEL.

BALLINA CIRCUIT APPEAL.

(BEFORE MR. JUSTICE MEREDITH AND MR. JUSTICE JOHNSTON.)

An appeal was heard in which John Molloy, of Ardnaree, Ballina, Co. Mayo, contractor, was plaintiff and appellant, and Joseph McMonagle, of Ballina, hotel proprietor, defendant and respondent. It was brought from a decision of Circuit Judge Power dismissing on the merits a civil bill claiming £124 for work and labour done and materials provided in repairing the Imperial Hotel, Ballina.

The Court reversed the Circuit Judge's decision and gave a decree for £15 14s.

Mr. Geoghegan, K.C., and Mr. Conor Maguire (instructed by Messrs. Ruttledge and Corr) appeared for the plaintiff, appellant; and Mr. Leonard, K.C., and Mr. Dillon (instructed by Messrs. Garvey and Huggard) for the defendant, respondent.

INJURED IN A COLLISION.

TRAMWAY COMPANY'S APPEAL.

(BEFORE THE CHIEF JUSTICE, MR. JUSTICE FITZGIBBON AND MR. JUSTICE MURNAGHAN.)

The hearing was continued of the appeal by the Dublin United Tramways Company, one of the defendants in the case of Mrs. Elizabeth Little, "Cuil Mor," Dublin road, Sutton, against Mr. T. O'Brien, managing director of the "Excellence" 'Bus Company, and the Dublin United Tramways Company, from the judgment of Mr. Justice Hanna on the findings of the jury for the plaintiff for £1,750 damages at the trial of the action for personal injuries alleged to have been sustained by the plaintiff under the circumstances already described.

Mr. Price, K.C., Mr. FitzGerald, K.C., and Mr. Mooney (instructed by Messrs. Casey, Clay and Collins) appeared for the appellants, the Dublin United Tramways Company; and Mr. Rice, K.C., Mr. Rearden, K.C., and Mr. Marnan (instructed by Messrs. Little and Cullen) for the respondent, Mrs. Little.

A number of other cases in which the plaintiffs had been awarded damages arising out of the same occurrence—the collision between an "Excellence" 'bus and a tramcar near Fairview on 3rd September last—were also listed for hearing, with reference chiefly to the question of costs.

Counsel for these litigants were:—Mr. M. Maguire, K.C., Mr. Geoghegan, K.C., and Mr. John Devlin (instructed by Mr. Campbell) for Mrs. Gunning; Mr. Geoghegan, K.C., Mr. G. Gavan Duffy, K.C., and Mr. Hooper (instructed by Messrs. Crowley, Bolger and Cusack) for Mr. O'Rourke; Mr. T. C. Tobias (instructed by Mr. C. R. Robinson) for Miss Lily Murphy; Mr. Rearden, K.C., and Mr. Nolan-Whelan (instructed by Mr. J. Bowles) for Mr. Flynn; and Mr. Denning, K.C., Mr. Joseph O'Connor, K.C., and Mr. Sainsbury (instructed by Mr. William Keery) for Mr. T. O'Brien.

Mr. Price, K.C., concluded his opening address, and Mr. FitzGerald, K.C., followed on the same side.

Mr. Rearden, K.C., addressed the Court for the respondent on the question of costs, and Mr. Price, K.C., replied.

The Court reserved judgment.

OTHER APPEALS.

Mr. Geoghegan, K.C., in reply to the Chief Justice, said that Mrs. Gunning's appeal was with regard to costs, seeking to have Mr. Justice Hanna's order on the subject varied by allowing three days' costs of the trial of Little v. T. O'Brien and the Dublin United Tramways Company instead of the one day's trial allowed in the order. He attended during the three days' trial of the action, and had the right to take part in the proceedings and examination of witnesses. The question for the decision of the Court would be whether the appellant was entitled to three days' costs or one day's costs.

Mr. G. Gavan Duffy, K.C., said that the appeal of Mr. O'Rourke, for whom he appeared, was somewhat similar, the only difference being that he was brought up from the Circuit Court on the ground that the case was one for trial in the High Court. He did not think it would come as a shock to the Court to find that he sought to share in the costs in the case of Little v. T. O'Brien and the Dublin United Tramways Company. (Laughter.)

The hearing of the appeals was postponed until next Monday.

At a special Court in Lurgan yesterday, before Mr. D. Pedlow, J.P., James M'Conville, of John street, Lurgan, was remanded for a week, on bail, on the charge of tendering a counterfeit sovereign for a drink in the public-house of Messrs. Doyle Bros., Church place, last Saturday.

The big noise

JENNY
JELLIJOY
(Reg.)

I AM the big noise in the family. Most shouts are made for me. I'm so popular, because I'm very good. I appear very often at table, because the family clamours for me so. You see, they never tire of me, because I can turn up in 24 pure fruit and other flavours. And besides—*Free Gifts* of *Cutlery*, etc., are told about in every one of my packets. Made in Ireland, and oh, so good—

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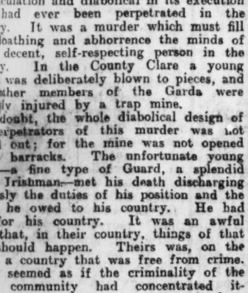

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SOAP

The Soap that soothes like a Cream

White or Violet—8d. per tablet, 2/- per box. ERP. 147 (D)-28

Try these
fascinating
Cold Dishes!

Just a sprig of Parsley—and
Dinner's Ready!

No work. No stooping over the hot stove. You simply lay these delicious Cold Meats on a dish with that sprig of parsley—and there you have one of the most delightful of Lunches, Dinners or Suppers that the heart of man could desire! Cool, tasty, the very thing to tempt a summer appetite.

It's a holiday for the presiding genius of the home: and a treat for everyone. Ready carved too—so if you're going out and want to take sandwiches, you've only to cut the bread and butter.

Make Cold Meat Day a pleasure they'll look forward to again!

Get some of these delicacies from Lipton's—you'll all be wanting more next week, or sooner. And at prices so moderate it will pay you.

LIPTON'S
Choice Quality
Cooked Meats
Ready to serve & delicious

	SLICED Per lb.
Cooked Ham	2/2
Lunch Tongue	2/10
Jellied Veal	1/8
Corned Beef	9D
Luncheon Sausage	9D

All our Cooked Meats are now sliced by machine, ensuring a uniform thickness.

(Irish Free State only.)

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PUBLIC AMUSEMENTS.

GAIETY THEATRE.
THE MACDONA PLAYERS,
IN PLAYS BY BERNARD SHAW.
To-night at 8— THE DOCTOR'S DILEMMA
Sat. Matinee—"FANNY'S FIRST PLAY."
Saturday Evening—"PYGMALION."
SECOND WEEK.—Mon.—"Fanny's First Play." Tues.—"Mrs. Warren's Profession." Wed.—"Major Barbara." Thurs.—"Major Barbara." Friday—"Mrs. Warren's Profession." Sat. Matinee—"Man and Superman." Sat. Eve.—"Arms and the Man."

OLYMPIA THEATRE.
TWICE NIGHTLY 9
BERT GRAPHO PRESENTS
"ON WITH THE LAUGHTER."
A REVUE BRIMFUL OF MIRTH AND MELODY.
Cast includes:
JACK GRAPHO, Comedian; The Del Garda Girls, and the 5 WHITELYS.
Box Office—11-4.30. 'Phone 3208.

METROPOLE.
CONTINUOUS.....2.0 to 10.30 p.m.
BILLIE DOVE, in
"ADORATION."
With ANTONIO MORENO.
Daily at 2.0, 4.25, 6.55, 9.25.
MARY ASTOR and LLOYD HUGHES in
"HEART TO HEART."
Daily at 3.5, 5.30, 8.0. Book your Seat in advance for Sunday Night Performance. No Booking Fees.

GRAFTON. At 2, 4.30, 7, 9.30.
"DRESS PARADE,"
With WILLIAM BOYD and BESSIE LOVE.
Also "LOST IN THE ARCTIC."

TRINITY WEEK.

TO-DAY, TO-MORROW, } REGATTA, Islandbridge, 2 p.m. Admission, 2/6 each day; School-boys, 1/-.
TO-NIGHT—Dance, Metropole Ballroom, 9 p.m. to 2 a.m. Admission strictly by Ticket only.
T. R. F. COX, Hon. Sec., 34 T.C.D.

CRUMLIN FETE,
IN THE GROUNDS OF CRUMLIN HOUSE
(By kind permission of P. G. Hollwey, Esq.),
ON
TO-DAY (FRIDAY) AND TO-MORROW (SATURDAY).
14th and 15th JUNE, 1929, 2.30 p.m. to 10 p.m.,
In Aid of Funds for the Repair and Decoration of St. Mary's Church, Crumlin.

THE FETE WILL BE OPENED ON THIS (FRIDAY) AFTERNOON BY
The Most Rev. the Hon. B. J. PLUNKET, D.D.

ADMISSION SIXPENCE. Children Half-price. Buses from Terenure and City.

THE IRISH WOMEN CITIZENS' ASSOCIATION.
A PUBLIC MEETING
IN
THE OAK ROOM, MANSION HOUSE,
TO-NIGHT, at 8 o'clock.
Mr. SIDNEY BERNSTEIN
Will Speak on
"EDUCATIONAL AND CHILDREN'S FILMS."
Admission Free. Collection.

EXHIBITION OF PICTURES
By J. CRAMPTON WALKER.
MILLS' HALL, 8 MERRION ROW, DUBLIN.
Admission, 1/-. LAST DAY.

HAROLD'S CROSS PARK.
GREYHOUND RACING.
TO-NIGHT ..... AT 8.15
K.A.A.

TO TOURING COMPANIES.
TOWN HALL, DUNDALK,
OPEN FOR DAILY AND WEEKLY LETTINGS.
Large Stage, with Fittings and Drop Scene. Electric Light. Seating accommodation, 800.
One of the principal Provincial Towns in Ireland. For Vacant Dates and Terms of Letting apply to M. COMERFORD,
Town Clerk, Dundalk.

PUBLIC NOTICES.
NATIONAL HEALTH INSURANCE.
APPROVED SOCIETY, NO 6.
The Annual General Meeting of the Members of the Slainte Insurance Society will be held on Friday, 28th June, 1929, at the Offices of the Society, 7 Ely place, Dublin, at the hour of 6.30 o'clock p.m., to receive the Annual Report of the Committee of Management; to receive Statement of Accounts for the year ended 31st December, 1928, and the Audited Accounts not yet submitted to General Meeting, and to Elect Officers and Committee of Management.
By Order,
R. G. RIORDAN, Secretary.
The State Insured Members of the following Societies who transferred to the Slainte Society are included in the Slainte Society for the purpose of the Notice:—
Irish United Society.
Dublin Ironmongers' Assistants' Society.
Drumcondra Labourers' Society.
Irish Mutual Society.
Clogher Diocesan Society.
Scottish Co-operative Friendly Society.
Scottish Legal Health Society.
Liverpool Victoria Approved Society.
London and General Approved Society.
Columbian Approved Society.
And Members of other transferred Societies.
K.A.A.

GOVERNMENT NOTICES.
STATIONERY OFFICE, DUBLIN.
MISCELLANEOUS REPORTS.

	Price.	Postage.
TARIFF COMMISSION—Reports on: Application for Tariff on Flour	1/6	2d.
Application for Tariff on Woollens and Worsteds.....	1/6	2½d.
ECONOMIC COMMITTEE, 1928: Report on Wheat Growing and the Question of a Tariff on Flour	1/-	2d.
TOWN TENANTS COMMISSION: Interim Report	5d.	1d.
Final Report	9d.	1½d.
SEA FISHERIES CONFERENCE..	3d.	1d.
HEALTH INSURANCE AND MEDICAL SERVICES	1/-	2d.
RELIEF OF UNEMPLOYMENT...	3d.	1d.
IRISH RACING	6d.	1½d.
BRITISH EX-SERVICEMEN	1/-	1½d.
NATIONAL HEALTH INSURANCE	1/-	2d.
TECHNICAL EDUCATION	2/3	3½d.

These publications may be obtained through a local Bookseller or from Eason and Son, Ltd., Lr. O'Connell street, Dublin.
33/A.3266 W.H.Co.

NOTICE.
Mr. J. A. Stuart, Auctioneer, of Cloonaquin, Manorhamilton, has been instructed by the Irish Land Commission to Sell by Public Auction, at the Court House, Drumahaire, on Wednesday, 26th June, 1929, at One o'clock, that part of the Lands of Corderry, containing 18 acres 3 roods and 27 perches, or thereabouts, Statute measure, comprised in Folio No. 3263, County Leitrim, and part of Lands of Drumeshlash, containing 2 acres, or thereabouts, Statute measure, comprised in Folio No. 4876, County Leitrim, both situate in the Barony of Drumahaire and County of Leitrim, now or formerly in the occupation of John Kelly, held in fee simple, subject as to Folio No. 3263 to a present Land Purchase Annuity of £4 2/8, payable by half-yearly instalments of £2 1/4; and as to Folio No. 4876 to a present Land Purchase Annuity of 9/10, payable by half-yearly instalments of 4/11. Said Annuities are further reducible pursuant to the provisions of the 25th Section of the Land Law (Ireland) Act, 1896. By Order of the Irish Land Commission, the Lands comprised in the said Folios have been consolidated and are to be deemed one holding, and will be sold with the right of Turbary appurtenant to the Lands of Corderry as in said Folio 3263 set forth. The sporting rights are reserved as in said Folios set forth. The Lands will be sold subject in so far as the same are legally affected thereby to any tenancy thereon. In the event of the Sale by Public Auction proving unsuccessful, the Irish Land Commission will sell the Lands by Private Treaty. For Conditions of Sale apply to the Auctioneer; or to W. J. O'REILLY, Solicitor to the Irish Land Commission, 21 Upper Merrion street, Dublin.
32/A.3173. W.H.Co.

LOCAL APPOINTMENTS COMMISSION.
POSITION VACANT—MIDWIFE.
The Local Appointments Commissioners invite applications for the part-time, permanent, pensionable position of Midwife, Carlingford Dispensary District, Co. Louth. Salary £52 by £1 a year to £67. Latest date for receipt of applications, 28th June, 1929. Forms and particulars may be obtained from the Secretary, Local Appointments Commissioners, 45 Upper O'Connell street, Dublin.
C.8. 33/A. 3265. W.H.Co.

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Telephone: Dublin 2217.

DEATH.

DAGG—June 12, 1929, at a Private Nursing Home, Dublin, Mabel Evangeline, the darling wife of Thomas Dagg, Hogan's Pass, Nenagh. "Thy will be done." Funeral from St. Mary's Church, Nenagh, to Monsea Cemetery (Ridge) at 2 p.m.

PUBLIC AMUSEMENTS.

THEATRE ROYAL
6.45 ..... TWICE NIGHTLY ..... 9.0.
HURLEY PRODUCTIONS present
A NOVEL AND SPECTACULAR REVUE.
"SONNY BOY."
Star cast includes:
JIMMY BRYANT, CLAIRE,
The Rhythm Girls,
CRACKERJACK'S BAND, LILY HARTLEY.

PAVILION, DUN LAOGHAIRE.
Continuous from 3.30.
IVOR NOVELLO
IN HIS BRILLIANT NEW SCREEN ROMANCE,
"THE GALLANT HUSSAR."
At 3.45, 6.20 & 9 o'c. Preceded at 5 and 7.50 by ADOLPHE MENJOU in "HIS TIGER LADY."

CAPITOL.
COMPLETE "ALL TALKIE" PROGRAMME.
SEE AND HEAR
THE DERBY.
SEE AND HEAR
THE TROOPING OF THE COLOURS
AT BUCKINGHAM PALACE.
And THE FIRST OUT-DOOR "ALL TALKIE,"
"IN OLD ARIZONA."
A FOX MOVIE TONE ALL-TALKING PICTURE.
With WARNER BAXTER, DOROTHY BURGESS, EDMUND LOWE.
FOUR COMPLETE PERFORMANCES.
AT 1.15, 3.30, 6 o'c. and 8.45.
THE THEATRE IS CLEARED AT THE END OF EACH PERFORMANCE.
AVAIL OF THE EARLY PERFORMANCES.

A SUMMER FETE
In Aid of the Rectory Building Fund,
Will be held in
ST. MATTHEW'S PAROCHIAL HALL, IRISHTOWN,
TO-DAY (FRIDAY) and TO-MORROW (SATURDAY).
The Fete will be Opened by the Right Hon. Lord Glenavy at 3.30 p.m. To-day (Friday).

WEATHER FORECAST.

General Inference.—A depression off Western Ireland is drifting slowly eastward and filling up. Occasional rain or showers will become more general in Ireland, and these conditions are likely to spread slowly eastward. The temperature will be moderate, with winds mainly from a southerly or south-westerly point, veering on the Western Seaboard later.

North-West, North-East, South-East and South-West Ireland.—Fresh south-westerly or southerly winds, veering later; cloudy, with occasional rain at first; showers and bright intervals later; moderate temperature, falling somewhat.

Sea Passages.—Irish Sea, crossing from Holyhead, Heysham, Stranraer, Glasgow, Ardrossan and Liverpool; St. George's Channel, crossing from Fishguard—Fresh southerly or south-westerly winds; occasional rain or showers; sea rather rough.

Dixon and Pempenstall Barometers and Thermometers. 12 Suffolk street, Dublin.—(Advt.)

DUBLIN WEATHER REPORT.

June	Bar.	Thermometer. Temp. 10 a.m.	Max.	Min.	Grass Min.	Wind.	Rain. m.m	Sun hour
7	29.75	53.2	61	52	40	E.	0.4	5.5
8	29.572	53.6	60	50	41	W.	8.5	2.8
9	30.161	57.6	63	45	38	W.	0.1	12.3
10	30.230	59.4	64	49	42	S.W.	1.7	8.4
11	30.132	59.4	71	50	38	N.	Trace	13.8
12	29.816	55.2	64	49	38	E.	2.1	3.7
13	29.742	55.2	66	53	47	S.E.	2.5	8.7

THE SUN.

To-day....Rises ...	4.56	Sets 9.54
To-morrow... ,, ...	4.56	,, ... 9.55
Lighting-up Time		10.54

HIGH WATER—DUBLIN.

To-day.....Morning	5.53	Afternoon 6.26
To-morrow... ,, ...	6.58	,, ... 7.29

TO-DAY'S ENGAGEMENTS.

Law Courts—The Castle, 11 a.m.
Central Criminal Court, Green street, 11 a.m.
Irish Women Citizens' Association, Mansion House, 8 p.m.
Railway Tribunal, 11 a.m.
Industrial Development Association, 3 St. Stephen's Green, 8 p.m.
Trinity Week—Regatta, 2 p.m. Dance, 9-2 o'c.
Crumlin Fête, Crumlin House, 2.30 p.m.
Summer Fête, St. Matthew's Parochial Hall, 3.30.
Gaiety Theatre—"The Doctor's Dilemma."
Theatre Royal—"Sonny Boy."
Olympia Theatre—"On with the Laughter."
Capitol—"In Old Arizona."
Metropole Cinema—"Adoration" and "Heart to Heart."
Grafton Cinema—"Dress Parade" and "Lost in the Arctic."
Pavilion Cinema, Dun Laoghaire—"The Gallant Hussar," preceded by "His Tiger Lady."
Exhibition of Pictures by J. Crampton Walker—Mills' Hall, 8 Merrion Row.
Greyhound Racing—Harold's Cross Park.

KINGSTOWN REGATTA.

A GOOD DAY'S SPORT.

A more delightful change in the weather could hardly be imagined than that which took place yesterday and favoured the Kingstown regatta, the second day of which was sponsored by the Royal St. George Yacht Club. Blue sky, sunshine, and just the right breezes, in great contrast to the weather of the previous day, made all the difference. The popularity of this welcome revival of aquatic sport was shown by the greatly increased number of spectators, the keen interest taken in each event, and the pleasure and satisfaction expressed on every side. The band of the Dublin Metropolitan Guards, conducted by Mr. A. J. Norris, R.M.S.M., was stationed on the terrace, and contributed an excellent programme during the afternoon.

Afternoon tea was served at flower-decked tables in the long room, and ices, strawberries and cream, and other refreshments were included in the Club's hospitable menu, which was enjoyed by the numerous guests.

Among those present were:—The Vice-Commodore, Mr. William Jameson, and party; the Hon. Bishop Plunket and Miss Hester Plunket, the Hon. Ethel Plunket, Sir Hercules Langrishe, Sir John Keane, Sir John and Lady Milbanke, Lady Talbot Power, Sir J. and Lady Moore, Sir E. Coey Bigger, Miss Bigger, Sir Howard and Lady Grubb, the Swedish Consul, Colonel Hawes, C.B.; Mrs. Hawes and party; Commander J. W. Stopford, R.N., and Mrs. Stopford; Captain Fosbery Holmes, R.N.; Mrs. and Miss Fosbery Holmes, Captain F. T. Verschoyle, Mr. Noel Guinness, Mr. and Mrs. H. E. Guinness, Sir William Sullivan, Sir Robert and Lady Woods, Mr. W. V. Harrel, Mr. and Mrs. A. Jameson, Mr. C. Hampton Tuthill, Mrs. Alan McMullan, Miss McMullan, Miss Dowse, Mrs. Clifford Lloyd, Mr. and Miss Stoney, Professor Walter Starkie, Miss Macnie, Mr. and Mrs. G. H. Brett, Mrs. Cholmondeley Clarke, Mrs. Clethorpe, Mr. and Mrs. Stewart, Mr. Ramsay, Mr. and Mrs. Thomas Bodkin, Mrs. and Miss Moore, Major and Miss Falconer, Mr. Hewitt Poole, Mr. Victor Le Fanu, Miss L. Le Fanu, Mr. D. H. Bailey, Mrs. T. Rooke, Miss Kough, the Misses Moran, Mrs. Arthur Jackson, the Misses Parnell, Mr. Clark, Mr. Hayes, Miss Maxwell, Mr. O'Connor, Mrs. Ulick Jennings, U. Creagh Jennings, Lady FitzGerald Arnott, Mrs. Sadleir, Mrs. Vesey-Colthurst, Colonel and Mrs. Preston.

DUBLIN SILVER AT AUCTION.

At Messrs. Bennett and Son's saleroomes in Dublin yesterday, many interesting lots of antique furniture, old silver, glass, etc., were offered. A set of six silver salt cellars, made in Dublin in 1740 by T. Williamson for the then Lord Mayor of Dublin, fetched 155 guineas. A small silver pocket sundial (18th century, Paris) went to 7 guineas, and an American powder horn, engraved in sepia with map of America, realised 15 guineas.

CAPTAIN D'ESTERRE'S MOTHER.

Mr. Henry W. D'Esterre, of Knightsville, Seafield avenue, Monkstown, County Dublin, informs us in a reply to a letter signed "Genealogus," which was printed in the *Irish Times* of Wednesday last, that the mother of Captain D'Esterre's mother was Martin, and that she was a sister of the then Sir Byam Martin.

The Irish Times.

FRIDAY, JUNE 14, 1929.

NEWS SUMMARY.

IRELAND.

In Dail Eireann yesterday the Juries (Protection) Bill was passed by 68 votes to 58.—(Page 5.)

The Council of the Dublin Chamber of Commerce has passed a resolution strongly urging the adoption of the principle of votes for companies at Local Government elections.—(Page 8.)

The concluding session of the Irish Technical Instruction Association was held yesterday at Sligo.—(Page 8.)

GREAT BRITAIN

In reply to a message from the new British Prime Minister, inviting the co-operation of the Dominions in the interest of the British Commonwealth of Nations, President Cosgrave reciprocates the Premier's greetings and good wishes.—(Page 7.)

ABROAD.

The Nationalist-Labour pact in the South African elections is now assured of a majority.—(Page 7.)

SPORTING

At Gowran Park yesterday Achates won the Park Plate, Good Thing the Summer Plate, Duchess of Pompoosh the Tetratema Cup, Carrick Lass the Castle Plate, Bathoi the Goresbridge Plate, and Jack-flush the County Plate.—(Page 10.)

At Newbury yesterday King's Oven won the Summer Cup.—(Page 10.)

FINANCIAL

London Stock Markets were quieter, but the general tone was satisfactory. Mines were active.—(Page 12.)

Money in Lombard street was more stringent, and borrowers paid up to 4½ per cent. Discount rates were steady.—(Page 12.)

Business in Dublin was very slack. There was some good rises in local companies' Pref. shares.—(Page 12.)

South Africa's Problems.

As we write, the results of the general election in South Africa are not complete, but a sufficient number of returns has been declared to ensure a comfortable majority for the Nationalist Party under General Hertzog. There will be 148 seats in the new Parliament of the Union. In the last Parliament there were only 135, of which the Nationalists held 63, the South African Party, under General Smuts, 54, and the Labour Party 18. Neither of the two larger parties had a clear majority, but a pact was made between the Nationalists and the Labour group which gave General Hertzog a working majority. The latest returns show that the South African Party has made virtually a clean sweep of the cities and towns, and that the Nationalists have been equally successful in the country districts. General Smuts scored a notable victory in the Standerton Division of the Transvaal, but in the majority of cases the "backveldt" returned Nationalists. According to the results that have been received, General Smuts is certain of sixty seats, with the possible addition of three others. In any event General Hertzog seems to be sure of a small majority over all the other parties combined. Both sections of the Labour Party have done badly, and Colonel Creswell no longer will hold the balance of power. He is likely, however, to throw in his lot once more with the Nationalists, in which event they may have a majority of nineteen.

The South African election has been fought on a variety of issues, but two main questions of policy have predominated. One has been the attitude of the Union to the British Empire of which it is a part, and the other the problem of the native population. Broadly, the difference between the South Africans and the Nationalists is the difference between *Cumann na nGaedheal* and *Fianna Fail* in Ireland. General Smuts, like Mr. Cosgrave, favours a policy of national development within the British Empire, while General Hertzog leans towards separatism. After the Imperial Conference of 1926 General Hertzog seemed to be almost converted to the policy of the South African Party; for on his arrival in Cape Town from London he announced that the policy of separatism was dead. Since that time, however, old feuds between Boer and Briton have been revived. The controversy concerning the new flag caused much bitterness throughout the Union, and all hopes of a *rapprochement* between the two major parties were shattered. Unhappily, this week's election has accentuated the differences between the followers of Generals Hertzog and Smuts. Some of the Nationalist speakers have not scrupled to accuse General Smuts of treachery to South Africa, and an element of personal antagonism has been imported into the campaign which has caused much grief not only to General Smuts himself, but to a very large number of decent South Africans.

On this occasion, however, the paramount issue was that of the natives. Here General Smuts has pursued what might be described as a British policy. He has been just as anxious as General Hertzog to maintain white rule in South Africa, but he has been willing to give the natives a measure of representation in the affairs of the Union. General Hertzog, on the other hand, takes the old-fashioned Boer view. He and his followers regard the natives as so many cattle, who must be treated as such; and they not only refuse to grant any further concessions, but are determined to withdraw some of those which already have been made. Since Natal and the two ex-Republics were recognised as separate States more than seventy years ago, the Bantus in the Cape Province have enjoyed the franchise on precisely the same terms as the Europeans. The Nationalists have resolved to put an end to this condition of affairs, and, now that they are sure of a clear majority in the next Parliament, they may try to carry their plan into effect. There is a black population of six million, as compared with less than two million whites, and the natives are increasing at a rapid rate. Because General Smuts is willing to treat the natives as human beings, he has been called a "white Kaffir" during the election. The history of all colonisation proves that the British way is superior to any other, and the "backveldters" will discover in the long run that the *sjambok* has its dangers.

Irish Eggs and English Buyers.

At Newcastle-on-Tyne the North-East Coast Exhibition is now in full swing. Irish folk who visit that great fair are reminded agreeably of home; for the Empire Marketing Board's pavilion is occupied by a display of Free State produce. Agricultural produce of all kinds, knitted goods and home-spun tweeds, hand-embroidered linen, biscuits, confectionery and liquor are shown; and we confidently hope that, as a consequence, the demand for these goods will be enlarged throughout the populous industrial regions of Northern England. The exhibit was opened on Wednesday by the Free State Minister for Agriculture. Overnight, Mr. Hogan "broadcasted" from the Newcastle Station an address on the claims of Free State produce on the English consumer. He spoke with praiseworthy candour, and framed his appeal in terms that ought to appeal to commercial men. "We are not so foolish as to expect that our goods will be bought unless we give good value," he said; "but, if we do that, we expect, as a matter of business, to receive whatever preference is rightly due to a country which is one of the most substantial purchasers of British goods." The interests of Ireland and England were identical: an increase of reciprocal trade must benefit both. When Free State produce was bought in England, the Free State was enabled to buy more largely of English goods. The Free State, however, did not ask that her produce should be bought without consideration of its quality. Justifiably, Mr. Hogan said that the butter and eggs sent from the Free State now were uniformly of excellent quality; and with equal justice he might have claimed no small personal credit for that fact. It is the stringency of control over the quality of butter and eggs exported from Ireland that has won them their place in the esteem of the English market. Mr. H. W. Stevens, chief marketing inspector of the Free State, delivered an address before the Congress of the British Association of Refrigeration at University College, Cork, on Tuesday, in which he claimed that—apart from selection for export—Irish eggs "have natural qualities which seldom are possessed by others." They are "full," as the trade phrase goes, and their flavour is richer than that of eggs that are produced on the intensive system. This is "because they are produced on small farms in the open country, where birds have free range." Every Irish visitor to London knows how seldom he can secure, even in the most favourable circumstances, eggs as sweet as those which he enjoys at home. On the other hand, we have far to go before the eggs produced in Ireland are universally of the high quality which so easily may be attained. Climate is favourable; the custom of giving the birds a free run over grass is general, and the smallness of Irish holdings admits careful attention. Feeding, however, often is unsuitable for maximum production; cleanliness of poultry houses and of eggs might be stricter, and marketing is not so prompt as the buyer could desire. The growth of motor transport ought to lead to an accelerated transit from the poultry house to the shop.

Noisy Traffic.

The Motor Cars (Excessive Noise) Regulations, which the British Minister for Transport promulgated yesterday, will be welcomed by all quiet citizens. Who has not suffered from the evil of the noisy exhaust that so flagrantly desecrates the countryside? Now there is reason to hope that in England the destroyers of rural peace will cease to exist. The new regulations are comprehensive, but not illiberal. While no excessive noise will be tolerated in any motor vehicle, allowance is made for the possibilities arising out of mechanical defect. Presumably, it will rest with the police to decide what constitutes excessive noise. Any motorist charged under the new regulations will have ample opportunity to defend himself before the Bench and to show, if he can, that a mechanical defect placed the matter beyond his control. The vexed question of the right of priority of main roads over side roads, however, is still unsolved. According to the Minister for Transport, the Conference of Government Departments which was appointed to consider the matter has been unable to put forward any concrete proposal. A fear exists lest the users of main roads, if they get priority, may abuse their right by excessive speed, with the result that collisions may occur at doubtful cross-roads. Suggestions were made to the effect that cautionary signs should be erected on subsidiary roads, warning the motorist that he was approaching a special danger. A cautionary sign, however, is not an order. The Automobile Association has numbered and "signposted" along its length every road of any consequence in England, and herein the solution seems to lie. Most motorists are members of the Automobile Association. Let the Minister for Transport award priority to certain numbered roads, fixing speed limits where they cross one another, and let such limits be marked with signs legible by night as well as by day. If this were done, English motorists—a quick-witted race—would assimilate the system in a couple of months and the problem would be solved. Already in the Free State the inadequately controlled motor traffic is becoming a menace, both in noise and direction, but there is no Ministry for Transport. The Free State Government would do well to learn a lesson from English experience.

Brighton.

Prince George, when he opened the new aquarium at Brighton, was but consolidating the past. Ever since 1783, when George IV., then Prince of Wales, visited the town for the first time, it has been the resort of Londoners of all classes. Its wonderful air and other attractions draw countless Londoners to its beach at every week's end, and every day large numbers of Brightonians go to work in the Metropolis. Indeed, the populations of the two places can be said to be interchangeable, and the title "London-by-the-sea" is no misnomer. We are reminded almost of Athens and the Piræus. Brighton, it is true, has no shipping, but the analogy is strengthened by the long walls of a magnificent train service and excellent roads. The Pavilion where "the First Gentleman of Europe" disported himself with the bucks and Corinthians of his entourage still stands, and those who wish to know what manner of men they were cannot do better than consult the betting book at Boodle's or Sir Arthur Conan Doyle's "Rodney Stone." The road over which the annual Stock Exchange walking race is held now, was covered in those days *ventre-à-terre* by beaux, after a dinner at White's, for a stake of anything from a hundred guineas to the ancestral estate. The old aquarium was opened in 1872 by the Duke of Connaught and in its pristine glory was the finest of its kind. One of the tanks—the largest in the world—has been preserved and will be found in the new building. If there was a time when Brighton was inclined to rest upon its laurels, the municipality by its enterprise has shown that a new spirit is alive; and London has as much cause to be grateful for this enterprise as have the citizens of Brighton themselves.

LETTERS TO THE EDITOR.

THE NATIONAL ANTHEM.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—When a country has passed through a civil war and a revolution, as Ireland has done, the first essential is to restore national peace and unity. In order to obtain this boon all parties must be willing to make sacrifices. They must be ready to forego private preferences, to keep silent on many subjects, and to turn the deaf ear and the blind eye upon many things which they do not like. Irishmen, on the whole, have acted loyally and patriotically in this respect since the signing of the Treaty; but silence and tolerance towards those who differ from us, for the sake of peace and unity, does not mean the abandonment of any principle which is held to be true and important, and there is a time to speak as well as to keep silent. With regard to the question of the National Anthem, as it has been raised in an acute form, I would like to say a few words on behalf of a numerous, weighty and intelligent section of the Irish people.

The Treaty leaves King George V. undisturbed in his position as King of Ireland. It is both a religious and a civil duty to honour the King. One way of doing so is by singing the National Anthem—or, if you prefer to call it so, the Imperial Anthem. In our case the Imperial Anthem is both a hymn and a prayer—

May he defend our laws,
And ever give us cause
To sing with heart and voice
"God Save the King!"

Ireland has as much interest in this prayer for a constitutional ruler as any other country in the world. The King is the keystone of the arch which upholds and binds the Empire together. If it were to fail, the world would probably have to face all the sufferings and horrors which accompanied the decline and fall of the ancient Roman Empire. Those who honour the Imperial Anthem are only the logical and consistent upholders of the Constitution of the Irish Free State.

With regard to "The Soldiers' Song" and the tricolour flag, and the history and associations connected with them, it is not necessary to speak. We are content to leave these questions to the enlightened reason and conscience of our fellow-countrymen. Truth and right always prevail in the end, and we are content to abide the verdict of a time when passions will have died down, when the facts will be fully known, and when a reasoned and impartial judgment will be possible. In the meantime it would help to promote the triumph of truth and right, of peace and unity, if all symbols of a divided Ireland were laid aside, except where the great majority of those present on any particular occasion would welcome them. It only defeats its object to use such emblems where their display only fans dying embers into flame. A generous sympathy and consideration for the feelings of others on our part will draw out a corresponding respect for our feelings on their part.—Yours, etc.,

DUDLEY FLETCHER.

St. Laserian's, Old Leighlin,
June 15th, 1929.

"THE UNSKILLED."

TO THE EDITOR OF THE IRISH TIMES.

SIR,—Your leading article on Mr. T. P. Gill's presidential address regarding the position of skilled labour in Ireland calls for a reply. There are two sides to every question, and, as a skilled mechanic, I ask you to be good enough to give these remarks publicity. Mr. Gill in his address and you in your leader fail to make any observations on the skilled and experienced young men who, having received technical training and practical experience in this and other countries, cannot find suitable employment consistent with their qualifications. Take my own case, which is fairy typical of many similarly situated. Apprenticed in Dublin at motor engineering, proceeding afterwards to England through various engineering shops, including steam, electric and automobile engineering, I returned to Ireland to find it almost impossible to secure a suitable job at a reasonable, living wage.

The wage question is possibly the crux of the whole position. So far as Dublin motor and engineering firms are concerned, their general practice seems to be to instal one highly qualified foreman, one skilled mechanic, and the remainder either apprentices or so-called improvers, who are expected to undertake skilled work at the pre-war wages that apprentices were paid. Can you wonder why an engine is pulled to pieces to discover magneto or carburettor trouble? Employers must bear their share of blame for the existing state of things by their anxiety to obtain cheap and generally inferior labour. It would be interesting to know how many young men who have taken their engineering degree in Trinity College and the National University find that all the work they can get is a house-to-house canvas for some household specialty on commission. Cannot Mr. Gill find a job for these qualified men?

I do not remember to have seen in the *Irish Times*, at any time since the Ford works opened in Cork, any advertisement from Messrs. Ford calling for skilled workers. I am sure that there are many such in Dublin who would welcome a chance of obtaining employment there, and so allow the English mechanic to return to his native home. At the present moment the best job that some of the highly qualified men can obtain is the driving of motor buses, where a wage is paid in excess of that offered to skilled mechanics. It is hopeless for Mr. Gill or anyone else to expect improvement here until employers recognise that a skilled mechanic is worth in wages as much as a Corporation labourer is paid.—Yours, etc.,

"ENGINEER."

Dublin, June 13th, 1929.

PROTECTION OF GAME.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—I fully agree with the excellent letter which appeared in your issue of June 10th. May I suggest that the greatest offenders against game and game protection are the five-shilling gun licence-holders, some of whom shoot game wholesale? These men should be limited to twenty-five gun cartridges yearly, in place of fifty, which is amply sufficient for the shooting of crows that cause destruction to their crops.

If they want a re-supply of gun cartridges after twenty-five, they should be charged 5s. extra tax on their certificate; or, perhaps, a better way would be to bring gun licences in line with Northern Ireland—10s. for a gun certificate and £3 for a game licence. This would at once bring Colonel Guinness's proposal into the area of practical financial return for the game-shooter and the Government. In the new game bill the Civic Guards should be given the fullest powers.—Yours, etc.,

"GAME-SHOOTER."

Co. Mayo, June 12th, 1929.

AIRWOMAN'S FLIGHT TO BELFAST.

Lady Bailey, the well-known aviator, flew from Liverpool to Aldergrove, County Antrim, yesterday evening. She visited Mrs. Shillington, of Glenmachen Tower, Belfast, last night. To-day she will give an address on aviation to members of the Alpha Club, and will return to Liverpool on Saturday.

COURT AND PERSONAL.

The Queen left Windsor Castle yesterday for London, and spent some time at Buckingham Palace before she visited Shoreditch, where she opened the Girls' Guild of Good Life Hostel in Hoxton street. Her Majesty returned to Windsor Castle in the evening. Though no official announcement has been made, it is understood that the Queen will not be present at Ascot Races this year.

The Duke of York has been visiting the Gordon Boys' Home at Woking, where he inspected the boys, and was entertained at luncheon by the Committee. To-day the Duchess of York will be present at the Apollo Theatre, when the matinée organised by the Countess of Bessborough will be given in aid of the National Birthday Trust Fund.

Princess Beatrice was one of the visitors at the exhibition of Mr. Philip de Laszlo's portraits in the French Gallery, Pall Mall. Princess Helena Victoria will be received by the Mayor of Wandsworth to-day when she visits Balham and opens the new Home for London Babies in Thornton road.

Prince Charles, younger son of the King and Queen of the Belgians, has been gazetted Lieutenant in the 1st Regiment des Guides. His Royal Highness, who was for some years a British naval cadet, will attain his twenty-sixth birthday next October.

The Earl of Balfour continues to make satisfactory progress and his convalescence is assured. Viscount Tredegar has recovered from his recent illness and has returned to his residence in Monmouthshire.

The Earl of Desart has returned to London from Hawkhurst Court, Sussex. Countess Jellicoe is in residence at 30 Portland place, W., where she will hold a reception to meet the Overseas delegates of the British Empire Service League on Thursday night, June 27th. The Earl and Countess of Midleton have left Peper Harow for London.

Lord and Lady Louth are at their place at Elstree, near London, where they will remain for the season. The Hon. Mrs. Saunderson, who has been staying with her parents, Lord and Lady Dunleath, at Ballywalter Park, has returned to Newbury.

Sir Charles MacIvor arrived at Kingstown on Monday on board his yacht, the Gelert, for the regatta. Sir Hercules Langrishe is the guest of Mr. W. Jameson on board the Magdalen.

The Hon. John and Mrs. Mulholland are returning from the United States, and are expected to arrive in London to-day. Sir John Keane, who spent a few days this week at Cappoquin, Co. Waterford, attended the Kingstown Regatta yesterday, and left for London last night. Major-General and the Hon. Mrs. J. E. Seely will spend the season in London, where they have taken a house in Eaton place. They will visit Ireland later in the summer.

The marriage arranged between Denis Arthur Hamilton O'Sullivan, B.A., elder son of the late Professor A. C. O'Sullivan, S.F., T.C.D., M.A., M.D., and the late Mrs. O'Sullivan, of Dublin, and Meriel Prior Wilson, elder daughter of Mr. and Mrs. Charles Wilson, of 3 Campden Hill Court, London, formerly of 80 Waterloo road, Dublin, will take place quietly at St. Mary Abbot's Church, Kensington, on Thursday, July 11th, 1929.

Mr. and Mrs. Richard Croker, junior, New York City, have arrived at Luttrelstown Castle, Clonsilla, Co. Dublin, for the summer.

Emancipation Garden Party.—The Catholic Emancipation Centenary Committee, in reply to inquiries, announces that tickets for the Garden Party and Reception in honour of the Hierarchy, to be held in Blackrock College on Wednesday, June 19th, at 3.30 p.m., are procurable at the offices of the Catholic Truth Society, 7 and 8 Lower Abbey street, Dublin. Subscription, five shillings.

The French School, Bray.—Garden Party on Saturday, June 29th, 3.30 to 6.30. Old girls please reply to Miss Robinson before June 25th.

Sea bathing, motoring, wind and rain play havoc with the hair in summer time—that is, if it is not Permanently Waved. In consequence of this, many Ladies, before leaving for the sea or country, are visiting Switzers Hairdressing Salons, Grafton street, where the Eugène Permanent Waving system is in use, and where expert advice can be had on all phases of beauty culture. ('Phone 22271.)

Won

MAJORITY FOR HERTZOG PARTY.

GENERAL SMUTS ELECTED IN THE TRANSVAAL.

RURAL CONSTITUENCIES ALMOST UNCHANGED.

It is now certain that the Nationalist-Labour pact in the South African elections will have a majority. The voting has been overwhelmingly for the old parties, the new divisions polling insignificant figures.

The rural constituencies have remained steadfast to their old allegiance in the majority of cases, but the South African Party has gained in the towns.

General Smuts secured a majority of 173 over his Nationalist opponent at Standerton, in the Transvaal, where the issue had been regarded as very doubtful.

The position of the parties at two o'clock this morning was as follows:—

	Seats.
Nationalists	64
South African Party	59
Labour (Cresswellite)	5
Labour (National Council)	3

There are seventeen returns still to come. The South African Party is certain of sixty seats, with possibly three more.

NEW DENOMINATIONS FARE BADLY.

FROM REUTER'S CORRESPONDENT.

CAPE TOWN, Thursday.

The victory of General Smuts, the leader of the Opposition, at Standerton, Transvaal, was received with great enthusiasm, as the seat was regarded as a doubtful one. The figures were:—

General Smuts (South African Party)	1,281
Mr. O. Pirow, Advocate (Nationalist)	1,108

There has been a complete absence of any tendency to depart from the present party divisions. The candidates of newly-created denominations, like Liberals and various Independent candidates, have polled only insignificant figures, involving the forfeiture of their deposits.

Mr. Tielman Roos, the Minister of Justice, who is at present undergoing treatment for his health in Germany, secured a majority of 110 after a great struggle with the ex-member, Mr. H. F. Grobler (South African Party) at Bethel. The figures were—Mr. Roos (Nationalist), 1,252; Mr. H. F. Grobler (South African Party), 1,142.

Although the South African Party has gained in the towns, the rural constituencies are almost unchanged in their representation.

At Malmesbury, in Cape Province, the result was—Mr. P. A. Bergh (Nationalist), 1,721; the Right Hon. F. S. Nalan (South African Party), 1,561.

At Barberton, in the Transvaal, the result was: Mr. Denys Reitz (South African Party), a former Minister, 1,095; Mr. C. L. Worrall (Nationalist), 732.

In Kimberley Sir Ernest Oppenheimer (South African Party) secured a majority of 912 over his two Labour and Nationalist opponents.

At Vryheid, in Natal, the Speaker, Mr. E. G. Jansen (Nationalist) secured 1,157 votes against Mr. P. J. Wessels (South African Party) 826.

In the George Division of Cape Province the result was: Mr. G. F. Brink (Nationalist), 1,920; Sir Theodore Truter, formerly Chief Commissioner of Police (South African Party), 970.

The South African Party's hopes of inflicting a defeat on Mr. C. W. Malan, Minister of Railways, at Humansdorp, Cape Province, were not realised, Mr. Malan (Nationalist) securing 1,788 votes, as against 444 polled by Mr. J. P. Du Plessis.

SOUTH AFRICAN PARTY.

A notable Nationalist gain was registered at Soellenbosch, Mr. Merriman's old constituency, and hitherto a South African Party stronghold, where Mr. W. B. de Villiers (Nationalist) was elected with 2,013 votes, as against Mr. J. P. Louws (South African Party) 1,745.

BIG GARAGE FIRE IN DUBLIN.

ELEVEN MOTOR CARS BURNED.

Thirteen lock-up garages and eleven motor cars, the latter value for about £2,200, were destroyed by fire yesterday morning at Sandford road, Ranelagh, Dublin. The gutted buildings, which formed portion of a square of thirty lock-up garages known as "McCabe's," were constructed of corrugated iron, and were rented to the private owners who reside in the vicinity. The complete side of the square of buildings with the contents is now reduced to a mass of bent and twisted frame-work and iron, amongst the *debris* being a car, the property of Mr. W. B. Crawford, the well-known Irish International Rugby player.

The outbreak was first discovered between four and five o'clock yesterday morning by Mrs. McCabe, who resides in Woodville, a short distance away. She heard the noise of burning timber, and on looking through her bedroom window saw the eastern side of the garage on fire. She immediately sent a call to the Rathmines Fire Station, and in a very short time the brigade, under the command of Captain White, had arrived on the scene and commenced operations.

By this time, however, the fire had gained a complete hold on thirteen of the garages and their contents, and within an hour they were demolished. The Brigade succeeded, nevertheless, in saving two motor cars, and prevented the outbreak from spreading to other structures where fourteen additional cars were garaged.

The Brigade, in their efforts, were ably supported by a number of Civic Guards who, under the charge of Station Sergeant Crilly, got several cars out of the threatened buildings.

It is understood that the premises were insured by the owners, Messrs. McCabe Brothers, builders and contractors. The garages occupied an open space at the rear of a group of private houses, but at no time were any of these buildings in danger.

THE KING'S PROGRESS.

MEDICAL JOURNAL'S HOPEFUL VIEW.

The King's progress continues to be satisfactory. No doctors have visited Windsor Castle since Monday last, when the bulletin reported a great improvement in His Majesty's condition. No date has been fixed for the Court's removal to Sandringham.

The *British Medical Journal*, commenting this week on the King's progress, states:—

"During the week His Majesty has been well enough to receive outgoing Ministers, and attend personally to business incidental to the appointment of the new Cabinet. He has also spent some hours out of doors, in the grounds of the castle. Our readers will have concluded from the earlier bulletin that a collection of pus had formed under the site of the old scar. This is now draining, and the abscess has nearly healed. X-ray examination shows the presence of one or two minute sequestra.

"There is a good prospect of the condition clearing up without further intervention."

FATE OF CAPTURED MISSIONARIES.

ANXIETY GROWING.

FROM REUTER'S CORRESPONDENT.

HANKOW, Thursday.

The headquarters of the China Inland Mission at Hankow has received no further news with regard to the five missionaries and the child who were captured by bandits at Shekichen last Saturday. Anxiety as to their fate is growing. The missing missionaries are Mr. and Mrs. Ernest Weller, Mr. and Mrs. John Walker and their child, and Miss J. P. Brook.

It is learned that the district is completely in the control of brigands and soldiery, and that since the withdrawal of General Feng Yu-hsiang, the so-called "Christian" general, there is no responsible authority with whom negotiations for the release of the captives might be conducted.

"EPOCH-MAKING."

NORTHERN DE-RATING BILL.

In the Northern Parliament yesterday, the Minister of Home Affairs (the Right Hon. Sir Dawson Bates) moved the second reading of the De-rating Bill, which is officially described as the Local Government (Rating and Finance) Bill.

He described the bill as an epoch-making one, which in the days to come would be regarded in the same light as the Local Government Act of 1898, that placed local government administration in the hands of the elected.

The bill, he said, gives relief to agriculture, and at the same time a substantial measure of relief to productive industry. Agricultural land and farm buildings, but not dwellinghouses, will be relieved of all local rates, with one or two minor exceptions—namely, rates for malicious injuries, drainage rates, and certain water rates, which are really rents.

PRODUCTIVE INDUSTRIES.

Productive industries will be relieved of 75 per cent. of their rates. Transport undertakings, including docks and canals, will similarly be relieved of 75 per cent. of their rates, but on condition that the relief is passed on in the form of rebates to manufacturers and farmers in respect of carriage of raw materials. Salmon and eel fishery undertakings would benefit to the extent of 60 per cent. relief of rates on their properties. It would not be difficult to visualise what a distinct boon these measures would be to industry generally.

As the new educational services were still in their infancy, they proposed to base their standard on the expenditure of education authorities for one year only, instead of three—namely, the last financial year. The standard grants would be stereotyped for a period of five years, after which they would be revised in the light of new conditions.

There would also be a system of supplemental grants to meet growing expenditure. Assuming that the standard expenditure of a particular local authority is £50,000, and that the standard grant is £40,000, also assuming that during the next five years the expenditure of the authority increases in a particular year to £55,000, or an increase of £5,000, the authority would receive a supplemental grant of £4,000, provided that the increased expenditure is approved by the Ministry. Any reduction in expenditure would reduce the rates upon non-de-rated hereditaments. This scheme would provide a check upon expenditure and act fairly to all local authorities.

Mr. Rowley Elliott (Unionist) pleaded that the labourers' plots should be excluded from rates.

Mr. Nixon (Unionist) said that he did not begrudge any relief given to farmers, but he represented a constituency of nearly 21,000 working people, and would like to know what relief or concession they were going to get. Lord Craigavon mentioned that labourers' cottages came under the Bill.

The Bill was read a second time.

The third reading was passed.

REVOLUTIONARIES DEFEATED AGAIN.

QUIET RESTORED AT WILLEMSTAD.

FROM REUTER'S CORRESPONDENT.

WILLEMSTAD (CURACAO), Thursday.

A further defeat by the Venezuelan authorities of the revolutionaries who raided Willemstad last Saturday night is reported from Coro, on the Venezuelan coast, to-day. Advices from the seaport, which is directly south of the island of Curacao, said that General Leon Jurado, the President of the State of Falcon, in which Coro is situated, returned to the seat of government with a large contingent of troops, carrying a quantity of machine-guns, rifles and other war trophies captured from the revolutionaries under General Urbino.

The revolutionaries had been previously defeated when they attempted to capture Coro, and driven off with a loss of many prisoners. General Jurado encountered the revolutionaries when he returned from a military expedition to a neighbouring State. Willemstad now is completely calm after the exciting events of Saturday night, and the entire life of the island is quite normal again.

FRESH ATTACK ON FRENCH POSTS.

AEROPLANES DISPERSE REBELS.

FROM REUTER'S CORRESPONDENT.

RABAT, Thursday.

The post of Ait Yacoub, which had already been partly surrounded by rebels, was strongly attacked yesterday morning by fresh forces, who appeared determined to take it by storm.

During the day French aeroplanes from Rich took an active part in the defence, dropping more than 600 bombs on the assailants.

By noon aeroplanes reported that the post was less severely pressed and that the rebels were dispersing. This was due not only to the intervention of the aeroplanes, but also to a diversion by friendly natives from Itzer, who, taking advantage of the presence before Ait Yacoub of the greater part of the native warriors from the northern slopes of the Great Atlas, had on their part attacked Toun Fit, which they carried with great brilliance, killing thirty-five of the rebels and capturing sixty prisoners and 30 guns.

Ait Yacoub was not attacked again yesterday afternoon, and this afternoon the aeroplanes reported that the defenders were moving about freely and that the rebel troops in the district were returning to their villages. The situation to-day has greatly improved.

EXPLANATION OF THE AMBUSH.

FROM REUTER'S CORRESPONDENT.

PARIS, Thursday.

An official explanation was issued to-night of the ambushing of a party of French troops in Morocco.

Fuller details received to-day from the Resident-General in Morocco and the General Commanding the Troops show that telephonic communicaton had been interrupted between Ait Jacoub and El Bordj, and that the commander at the former post, in order to repair the telephone line, sent out the garrison under his command in the direction of El Bordj. These forces comprised two companies of Moroccan Riflemen, one section of the Foreign Legion, and one machine-gun section, as well as irregular native troops. These numbered in all about 400 men, thus going beyond the orders of the authorities, which stipulate in the circumstances that only extra troops should be employed in such enterprises.

A detachment of the native Camel Corps suffered considerable casualties and lost touch with the regular forces, falling back on the post whilst the regular forces continued their march forward. They then fell into the ambush which had been prepared, and the officers having been killed or wounded, the men broke up, leaving the dead and dying behind them.

VOTES FOR IRISH COMPANIES.

DUBLIN CHAMBER'S RESOLUTION.

At the monthly meeting of the Dublin Chamber of Commerce, on Monday last, the following resolution was approved by the Council for consideration at the annual meeting of the Association of Chambers of Commerce:—

"That, in view of the increase in the number of limited liability companies in the Irish Free State, the Council of the Dublin Chamber of Commerce strongly urges the adoption of the principle of votes for companies at the Local Government Elections."

GRANTS FOR TECHNICAL EDUCATION.

The following resolution regarding increased grants for technical education was also approved:—

"That, in view of the approaching completion of the Shannon scheme, which will provide increased facilities for industrial development, and of the present lack of trained employés, the Council strongly recommends that a larger proportion of the money allocated for education should be allotted to industrial technical education taoin shrdlu cmfwjp... technical instruction, and that steps should be taken to ensure that primary education raises the pupils to a standard which will enable them to assimilate the industrial and commercial technical instruction provided."

DIRECT SAILINGS FROM PACIFIC COAST.

The Council considered the question of direct shipping service from the Pacific Coast to Dublin, and communicated with Messrs. The Isthmian Steamship Company, London, advocating to have Dublin made the first port of call, in view of the fact that this season the company will have two steamers going from San Francisco.

As a result of the Council's suggestion the Isthmian Steamship Company stated that they hoped to be able to arrange for the vessels to call first to Dublin with the new season's dried fruits to Ireland.

The company pointed out that it is their desire to develop the trade to Ireland from the Pacific Coast, and are recommending their loading agents in San Francisco that their first vessel this year—which will sail as soon as the new dried fruits are available for shipment about October—should make Dublin and Belfast first and second ports of call, thereby ensuring the greatest possible margin of time to merchants for the distribution of the fruits for the Christmas market.

The Isthmian Steamship Company is the only Pacific line affording a direct seasonal service at direct port rates of freight. Such direct shipments mean a considerable saving of freight for buyers in the Irish Free State.

CATHOLIC EMANCIPATION CENTENARY.

The Council of the Chamber has decided, with the co-operation of the other tenants occupying the front offices of the Commercial Buildings, to decorate the front premises of the Commercial Buildings for the forthcoming Catholic Emancipation celebrations.

Mr. James J. Halpin, the deputy vice-President, was unanimously re-nominated as representative of the Chamber for a further period of two years on the Broadcasting Advisory Committee.

FIRST TRANSATLANTIC FLIGHT.

THE TENTH ANNIVERSARY.

To-day is the tenth anniversary of the first non-stop aeroplane flight across the Atlantic.

This splendid feat, one of the most remarkable in the history of aeronautics, was accomplished on June 14-15, 1919, by two British airmen, the late Sir John Alcock and Sir Arthur Whitten Brown.

Piloting a big Vickers biplane, they flew 1,890 miles from Newfoundland to Ireland in 16 hours 12 minutes, their speed averaging 118 miles an hour.

ARMED ROBBERS IN CO. WEXFORD.

OLD MAN'S MONEY TAKEN.

When two masked men, with their coats turned inside out, entered the house of Myles Redmond, aged 79 years, of Camolin, near Ferns, one of them shouted:—"We want your money," at the same time brandishing what looked like a revolver.

One of the men put his hand into the inside pocket of Redmond's coat and took out a sum of £8 8s., after which the two men left the house.

Redmond, who lives alone, states that he had been in Gorey that morning, and changed a £10 note, which he had in the house for over 20 years, to pay the rent of his six-acre farm. He returned home at about 5 o'clock p.m. with more than £8 in his possession.

Superintendent O'Neill and Sergeant Motherway, Gorey, and Sergeant Clancy, Camolin, are pursuing inquiries into the matter.

YELLOW BIRD SETS OUT.

ON TRANS-ATLANTIC FLIGHT.

AMERICAN PLANE WRECKED.

NO NEWS OF FRENCH CRAFT'S PROGRESS.

FROM REUTER'S CORRESPONDENT.

OLD ORCHARD, Thursday.

The meteorological authorities having predicted better weather conditions across the Atlantic than at any time since the flyers have been here, the French and American aspirants to trans-Atlantic honours decided to set out this morning in real earnest on their great adventure. Both machines were got in readiness at an early hour, a full charge of fuel was loaded, and all parts of engine and hull were thoroughly overhauled.

The Yellow Bird is a French Bernard monoplane, carrying 1,100 gallons of fuel, and weighing about four and a-half tons fully loaded. Her crew consists of M. Assolant, navigator, and M. Lefevre, pilot.

The American machine is a Bellanca monoplane, and weighs two and a-half tons fully loaded, her fuel-carrying capacity being 545 gallons.

YELLOW BIRD STARTS.

At 10 o'clock, after the propellors had been swung successfully in a preliminary trial, the Yellow Bird took off first. She made a beautiful start, and, quickly gaining height, went off seaward, soon disappearing in the light haze.

GREEN FLASH UNLUCKY.

The Green Flash set off some minutes later, but as on a previous occasion, on May 29th, she was overtaken by bad luck before her flight was even fairly started. As she raced down the run-way to get speed to hop off, one of her wheels became embedded in the sand and brought her to an abrupt stop. She swerved and capsized on her nose. One of her wings seemed to have been broken, as it could be seen dragging. Neither of the airmen suffered injuries.

Meanwhile, the Yellow Bird has been reported from a lighthouse twenty miles out at sea, and eighty from Old Orchard. She was flying comparatively low, at only 2,000 feet up, and very fast, in an easterly direction.

At four o'clock this afternoon no report regarding the Yellow Bird had yet been received, but no fears are expressed for her safety. She is equipped with wireless, and will attempt to keep in communication with ships and the coast throughout the journey, and there are nearly forty ocean liners speeding through the North Atlantic over her proposed course.

YELLOW BIRD'S PILOT.

M. Jean Assolant, the twenty-three-year-old youth who married a New York chorus girl only three days ago, manoeuvred the big Bernard machine off the sandy beach in masterly fashion. With him were M. Armeno Lotti, jun., the backer of the flight, who is acting as wireless operator, in addition to M. Rene Lefevre, their navigator.

It is reported that there was also an uninvited guest on board, who is believed to have stowed himself away on the Yellow Bird shortly before it took off. He is believed to be a Portland boy named Arthur Schreiber. Several people saw him near the 'plane just before the start, and his mother told some of the newspaper reporters that her son came home late last night, donned khaki shorts and a leather jacket, and announced his intention of hiding himself in the 'plane.

A WIFE'S ANXIETY.

Madame Assolant accompanied her husband down to the beach this morning, looking very grave and white-faced as she bade him good-bye and watched the 'plane roar down the hard-packed sand on his way to home and Paris. All this afternoon she sat before the wireless receiving-set in the lobby of her hotel, nervously twirling the dials in an effort to pick up some brief message which might tell her of the progress of the 'plane. Her lips trembled as she spoke of the popular young pilot, and the tears often welled up in her eyes.

In answer to the reporter's queries, Madame Assolant said that her husband expected to reach Paris at about four o'clock to-morrow afternoon if all went well. "I was rather nervous at first," she added, "and feared that the big ship would not get off the sands, but now I hope and believe they will do it."

AMERICAN WRECK.

While the Paris-bound 'plane got off with a good start, the American 'plane Green Flash, in which Mr. Roger Q. Williams and Mr. Lewis A. Yancey hoped to fly to Rome, smashed up on the beach. The Americans announced later that they were going to New York to-night to complete arrangements for another 'plane for their flight. They said that they would return within a week, and hoped to take off within ten days.

The Yellow Bird, which was shipped here last month from France, is single-engined, and is painted, as the name indicates, a vivid yellow. On each side of the body a tiny French flag is painted. A mixture of benzol and petrol is being used in order to lessen the detonation of vibration which caused the leak in the fuel tank when the monoplane attempted to take off a fortnight ago.

The cruising speed of the Yellow Bird is 130 miles an hour. It has a 600 horse-power Hispano-Suiza engine and a fuel capacity of 1,100 gallons. Her call letters are FAX on a wave-length of 600 metres.

THE COURSE.

The course set for the 'plane is a thousand miles due east, and then either north-eastward to France or south-eastward to the Azores, and thence to Portugal and France.

The airmen took as provisions for the journey a dozen oranges, a dozen bananas, six lemons, three quarts of coffee, and three quarts of water, as well as two minor inner tubes, to serve as lifebelts.

YELLOW BIRD SIGHTED.

FROM REUTER'S CORRESPONDENT.

NEW YORK, Friday.

A wireless message received from the Master of the s.s. Wytmeville states that the Yellow Bird passed over that vessel in a position given as 41.09 degrees N., 49.40 degrees W. All was apparently going well.

AMERICAN PASSENGER 'PLANE CRASHES.

WIRELESS OPERATOR BURNED TO DEATH.

FROM REUTER'S CORRESPONDENT.

HAVANA, Thursday.

A wireless operator was burned to death at Santiago this morning, and General Taylor, an official of the Pan-American Airways, was severely burned, when a large passenger cabin aeroplane belonging to the Pan-American Airways crashed. Three other passengers were only slightly bruised. The survivors had a very narrow escape; for no sooner had the last passenger extricated himself than the aeroplane took fire and was completely destroyed.

In exercise of the powers conferred upon them by the proprietors on February 18, 1925, the directors of the London and North-Eastern Railway Company have created £2,000,000 5 per Cent. Redeemable Debenture Stock, and authorised the issue of the full amount at 95 per cent.

GREETING THE DOMINIONS.

MR. MACDONALD'S MESSAGE.

MR. COSGRAVE AND CO-OPERATION.

The following telegrams have passed between Mr. J. Ramsay Macdonald, Prime Minister of England, and the Prime Ministers of the Dominions:—

Mr. Ramsay Macdonald, to the Prime Ministers of the Dominions:—

"As one of my first acts on taking up again the office of Prime Minister, I should like to say how much I am looking forward to co-operating with you.

"I feel sure that we can do great work together in promoting the interests of the British Commonwealth and of the world as a whole, and it will be my earnest hope to continue the happy relations which existed between you and my predecessor."

The following replies from Prime Ministers have been received:—

CANADA.

"May I express my warmest appreciation of your message of to-day? I, too, look forward with much pleasure to renewal of our co-operation in imperial and international matters of common interest.

"I very cordially share your hopes that the aims and ideals which we cherish in common may thereby be materially furthered."

COMMONWEALTH OF AUSTRALIA.

"I deeply appreciate and cordially reciprocate the sentiments expressed in your message on the 7th of June.

"I share your feelings as to the good that can be accomplished by co-operation in the cause that we both have at heart, and your hope that our relations will be, as they have been in the past, of the happiest possible nature."

NEW ZEALAND.

"I beg to thank you for your telegram on your assumption again of the office of Prime Minister, and to extend to you my congratulations and good wishes.

"I look forward to having the privilege of co-operating with you in the work of advancing the interests of the British Empire, and I am confident that the happy relations which existed between your predecessor and myself will continue under your administration."

UNION OF SOUTH AFRICA.

"I desire to offer you my very hearty congratulations on the assumption of your high post.

"The feelings expressed in your telegram of 7th June are very highly appreciated by me, and I desire, on my part, to state that I have no other wish than to continue the cordial relations which existed between your predecessor and myself, and to co-operate with you as fully as with him in matters affecting our mutual welfare."

FROM PRESIDENT COSGRAVE.

"Cordially appreciate your message of good-will on assuming office as Premier. Feel sure that the harmonious relations which existed between your predecessor and me will continue under your Premiership.

"I, too, look forward to co-operation in the matter of forwarding the welfare of the British Commonwealth of Nations, and of the world as a whole."

NEWFOUNDLAND.

"Cordially reciprocate greetings and good wishes expressed in your message."

THE CLARE BOMB EXPLOSION.

DETECTIVE'S FUNERAL IN KILRUSH.

The body of Detective Timothy Sullivan, who lost his life on Tuesday night last by the explosion of a trap mine which had been discovered in a field near Kilrush, was removed from Ennis yesterday to his native town of Skibbereen for burial.

The coffin was placed in the Cathedral at Skibbereen for the night, and after Mass to-day there will be a public funeral to the burial ground at Cree.

The band of the Civic Guard from the Depot in Dublin will be in attendance, as well as a party of one hundred Guards. General O'Duffy, the Chief Commissioner of the Civic Guard, left Dublin yesterday to attend the funeral.

THE FUNERAL IN KILRUSH.

When the body was removed to the parish church in Kilrush yesterday morning Solemn Requiem Mass was celebrated, in presence of a very large congregation. The celebrant was Dean McInerney, and the assistants were the Rev. Father Smyth and the Rev. Father Meagher.

Among the mourners were the deceased Guard's parents and sister, and there were also present Chief Superintendent Duffy, Ennis; Superintendent Finnegan, Detective Sergeant Harman, Sergeant O'Reilly, and a large party of the Guards from stations in the County Clare.

Afterwards the body was taken from the Church for removal to Skibbereen, and it was followed through the town by large numbers of the people of all classes. All the business houses remained shuttered and the blinds were drawn on the windows of dwelling-houses.

The people accompanied the remains on foot for a considerable distance outside the town, and some who had motor cars went with it as far as Limerick. Among the wreaths on the coffin was one from the deceased Guard's comrades in Kilmihill Station.

ARRIVAL IN LIMERICK.

The coffin passed through Limerick in the afternoon. A party of the Civic Guard met it outside the city boundary at the Clare side, and accompanied it to Ballinacurra on the road to Cork.

The death of Detective Sullivan is much regretted in Skibbereen, where his family reside. During the period preceding the Treaty he was a captain of the Irish Republican Army in Skibbereen. Afterwards he was appointed Superintendent of Home Assistance in West Cork, but relinquished the post to join the Detective Division of the Guards. He had been stationed in Tralee before going to the County Clare.

It was learned yesterday that Detective Driscoll and Guard Cusack who were injured by the explosion, which caused Detective Sullivan's death, are progressing towards recovery.

HOWTH'S WOODEN HUTS

SURVEYOR'S PROTEST.

Mr. P. J. Meighan, B.E., the Commissioner, transacted the business at the monthly meeting of the Howth Urban District Council yesterday.

The Surveyor (Mr. Higginbotham) said that he had received a large number of complaints regarding the erection of wooden huts, which, it was alleged, were detrimental to the value of adjacent property. In addition, these huts were of a dangerous and inflammable character, and the majority of them were death-traps in case of fire.

The Commissioner said that the Howth estate people should take this matter up, as he understood that they had powers under their leases to prevent this practice.

The Surveyor further reported that the Claremont bathing beach now was ready to be thrown open to the public, and recommended that a beachman should be employed to warn the public of rising tides.

LATE NEWS.

SIR W. THOMPSON.

LORD ABERDEEN'S APPRECIATION.

Lord Aberdeen and Temair sends *The Times* an appreciation of Sir William Thompson, M.D., of whom an obituary notice appeared in *The Times* of Tuesday, in the course of which he writes:—By the sudden demise of Sir William John Thompson during the night of Sunday at his home in Dublin, there has passed from view one of the most familiar figures, and most highly esteemed personalities, in that city. Although he had reached the age of sixty-eight, he looked much younger, and his usual activity was maintained up to and during the last day of his life. Activity of the most useful sort was indeed a main feature of his career. The services of Sir William Thompson during the war were of a notable character, and prominently so in connection with his being Honorary Treasurer of the Dublin Castle Red Cross Hospital.

Any sketch of Sir William's career would be incomplete without, at least, some allusion to his social qualities, for instance, as a member of the Governing Body of the Royal Dublin Society (a much coveted position), or, again, as president of one of the principal Dublin golf clubs. But, after all, he will always be chiefly and gratefully remembered because of his splendid and devoted service to humanity in everything concerned with the alleviation of suffering. He was President of the Royal College of Physicians of Ireland in 1925; also Hon. Secretary of the Peamount Sanatorium, which, established by the Health Association under the Insurance Act, accommodates 150 patients from all parts of Ireland. He gave loyal support to the Irish Free State. His fellow-workers feel that his loss is irreparable, but they will endeavour to rally with renewed zeal and the determination to carry on courageously in following the example of one who so nobly "served his day and generation."

DUBLIN COUNTY RATES.

INCREASES FOR THE COMING YEAR.

Increased county rates for the year 1929-1930 were fixed by a resolution adopted at a special meeting of the Dublin County Council, held at the Council offices, Rutland square, Dublin, yesterday. Mr. Joseph A. O'Neill, Chairman, presided.

The rates should have been struck in April last, but the Balrothery difficulty held the matter up until yesterday.

The increase in the new rates vary from 1d. in South Dublin to 1s. 9½d. in the Balrothery district. The following table shows the new rates as compared with those for the year just ended:—

Area.	1928/1929. Land.	O.H.	1929/1930. Land.	O.H.	Increase. Land.	O.H.
Balrothery	6/8	8/10½	8/8½	10/8½	1/9½	1/9½
Celbridge						
No. 2	7/1	9/8½	8/9½	11/5½	1/8½	1/9½
N. Dublin	7/11	11/8	8/9	12/6½	10d.	10½d.
S. Dublin	9/6½	12/8½	9/7	12/9½	½d.	½d.
Rathdown						
No. 1	8/6	10/4½	9/11½	11/10½	1/5½	1/6½

ESTIMATES ADOPTED.

Mr. P. Curran proposed and Mr. P. Mulvaney seconded the adoption of the estimates and the determination of the rates as set out.

In reply to Mr. Smyth, the Secretary (Mr. P. J. Murphy) said that the water supply scheme for Balbriggan and Skerries would be an extra charge of 11½d. additional to the rates estimated for those districts. In Swords there was also a separate charge of 9d. for the water and sewerage scheme.

Mr. T. Morgan Good pointed out that in addition to the increase in the poundage there was also a very large increase in the rateable valuation, so that the increase in rates was very much higher. He expressed the opinion that a revision of valuations in these several areas was necessary, because there was no relative valuation of a large number of houses.

The resolution was adopted.

STAFF REORGANISATION.

A report with reference to staff reorganisation was submitted by the County Secretary, and adopted by the Council, with effect from July 1st next. The reorganisation had reference to the three departments under the secretary's control, the Accounts Department, Motor Department, and Rate Collection Department.

In the Accounts Department, Mr. F. A. Maguire, F.C.R.A., at present chief clerk in the Motor Office, is promoted to the position of clerk-in-charge of accounts at a salary on scale, starting at £250, and increasing by annual increments of £15 to £300. Mr. Maguire was also selected to act as deputy to the County Secretary. Mr. John O'Brien, B. Comm., H. Dip. Ed., is promoted from the Accounts Department to the position of clerk-in-charge of the motor office at a salary starting at £200 and rising on scale by annual increments of £10 to £300 per annum, with a bonus of £50 per annum.

In connection with keeping the new system of personal accounts to be operated for the first time this year, and also for posting the rate books, checking of rate collectors' accounts, Mr. P. J. Doherty was appointed to take charge of this work under the supervision of the County Secretary. The salary attaching to the position is £450 per annum. Mr. A. A. Murray was appointed to replace Mr. O'Brien at checking of pay sheets and the keeping of all accounts connected with road expenditure. No extra clerical assistance was needed, but a calculating machine would be needed for the accounts department, in order that the work might be got through more quickly.

The County Secretary estimated that this reorganisation would mean a reduction of £695 per annum to the ratepayers, and, in addition, a reduction of £25 per annum in the salaries of the Motor Department.

Mr. John Dowling, Newlands, Clondalkin, was appointed to act as the Council's representative on the Committee of Management of the Dublin and Blessington Steam Tramway Company.

MR. ERNEST BLYTHE AND BOOKMAKERS.

REVENUE OFFICIAL'S VIEW.

Mr. J. Brown writes on behalf of the Irish Turf Accountants' Protection Association:—

"The necessarily abbreviated report of Mr. Blythe's statement yesterday (12th June) regarding the bookmakers, which appeared in the morning's paper, does not permit of anything in the nature of an adequate reply being made. This will only be possible when the full official report is available. Meanwhile, the following extract from the official report of the evidence given before the Committee appointed to inquire into the working of the Betting Act will prevent the public from jumping to hasty conclusions:—

'Evidence of Mr. T. F. Randall, Principal Clerk, Revenue Commissioners, (Page 27 and 28).

'Deputy Cooper—Could you give us any opinion as to the percentage of bookmakers whose relations with the Revenue Commissioners are unsatisfactory?

'Mr. Randall—On the whole, a very high percentage of bookmakers are satisfactory, from the revenue point of view.

'Deputy Cooper—That is mainly from the point of view of collecting the tax on betting?

'Mr. Randall—Yes.

'Deputy Cooper—On the whole, you do not think there is widespread evasion?

'Mr. Randall—I do not think so.'

"The above evidence was tendered on the 5th December, 1928."

PROFESSOR GILBERT MURRAY.

FROM REUTER'S CORRESPONDENT.

NEW YORK, Thursday.

Neither the British Embassy nor the State Department would say anything regarding the report published in the New York *Times* that Professor Gilbert Murray, Regius Professor of Greek in the University of Oxford, has been mentioned in diplomatic circles as, perhaps, the next British Ambassador to the United States.

YESTERDAY IN THE DAIL.

JURIES BILL IN THE DAIL.

FINAL READING CARRIED.

MINISTER AND CLARE MINE.

STRONG COMMENT.

FROM OUR SPECIAL CORRESPONDENT.

Under the operation of the guillotine, which limited debate on the measure to one hour, the Juries (Protection) Bill passed the fifth stage in the Dail yesterday afternoon. In proposing the final reading of the bill, the Minister for Justice uttered a strong denunciation of the perpetrators of the apparent outrage in the County Clare on Tuesday evening. There was perpetrated one of the most cold-blooded murders that had ever been perpetrated in this country, said the Minister. It was a murder that must fill with loathing the mind of every decent and self-respecting citizen. "No doubt, the whole diabolical design of the crime was not carried out, but still the results were terrible."

It seemed as if the criminality of the whole community, said the Minister, were centred in the minds of a few of those desperate, hatefully-minded assassins who were endeavouring to break down the Administration by every means, no matter how diabolical. It was to safeguard the lives of jurymen from that type that the Juries (Protection) Bill had been introduced.

THE ABOLITION OF JURIES.

Mr. Ruttledge, who has led the Fianna Fail Party in its opposition to the measure, repeated his earlier contentions that the bill was not intended for the protection of jurymen, but was merely a camouflage to abolish the jury system altogether. Having referred to the Executive Council, and President Cosgrave in particular, as scaremongers, he said that the measure would have no other effect than to terrorise juries.

Speaking of the explosion in the County Clare, he said that a good deal of responsibility for these happenings in Clare rested on the shoulders of the Minister for Justice, who, time after time, had turned down requests for investigation into alleged attacks on citizens in that county by members of the C.I.D. Consistently and persistently the Minister had taken up the attitude that he would not inquire into these matters, and Mr. Ruttledge asked: "Does the Minister not know that an attitude like that must inevitably result in exasperating the people of the area?" The Minister, by clapping the men who were doing those things on the back, must eventually force the people into an exasperated frame of mind.

"The deputy does not give an unqualified condemnation of the murder," interjected the Minister, and Mr. Ruttledge retorted: "I have always condemned murder; I condemned the murders of December 8th, 1922."

Mr. Ruttledge added that he had not yet seen it stated definitely that the mine in Clare was a trap mine. If the Minister had evidence that it was a trap mine, and that the thing was premeditated, then, of course, it was murder.

A DEPUTY'S ACCUSATION.

There was a further passage between the Minister and deputies on the Opposition benches, and Mr. Lemass accused the Minister of being directly responsible for what had happened.

Mr. O'Connell very briefly stated the reason why the Labour Party was opposing the measure. The bill would not, in their opinion, serve as a deterrent.

Mr. Little, of Fianna Fail, said that he thought that the Minister for Justice had taken an unfair advantage of the affair in the County Clare. They did not know yet whether an accident had occurred or not, and until they were in possession of the facts the matter should not have been brought before the House. The anonymous letter might well have been the work of an *agent provocateur*, the deputy concluded, as the Speaker rose to apply the guillotine.

Mr. Lemass threw in the last word with the observation: "You got what you wanted—propaganda," as the Speaker put the motion that the bill pass. On a division the final stage was carried by a majority of ten votes.

THE INDUSTRIAL ARM.

After the tense atmosphere created by the discussion of the Juries Bill the debate which followed on the estimate for the Ministry of Industry and Commerce was a prosaic and dull affair. The subdued conversational tones in which Mr. McGilligan outlined the operations of his department made it difficult for members to follow him, and the House rapidly thinned out. The Minister at the outset justified the reason for not reducing the staff of the Statistical Department. He next had a tilt at Irish industrialists who would not exhibit at international fairs unless the State footed the bill for them.

Referring to the general situation in the country, he maintained that the industrial arm was now stronger than it had been, and that its strength was likely to increase in the near future. They wanted to get a figure for industrial production, in the narrow sense, and in doing so they found that the net output for industry in 1926 was thirty-one and a half millions, but if production of non-transportable goods were taken into account, that sum would have to be reduced to twenty million pounds. They must also take into consideration the number of people employed. They found that agriculture employed nine times as many people, but the cost of production from agriculture was "less than three times as great" as that from industry. The amount per person from agriculture was £80, and in manufacture and industry about £260.

MORE EMPLOYMENT.

The Minister told the House that, following the imposition of tariffs and the operation of the Trades Loan Acts, fourteen thousand persons have been found employment, figures which maintained the contention that the country had advanced towards a better balance between industry and agriculture. If there was not a better balance between industry and agriculture, one was forced to the conclusion that neither tariffs nor the provision of credits for enterprises under proper control were worth anything.

"Might it not be that the tariffs are

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insufficient?" asked Mr. Moore (Fianna Fail).

The Minister replied that in only one case had the Advisory Committee been asked to increase the tariff.

THE 'BUS TAX.

Mr. McGilligan also admitted that the series of Acts founded on the principal Trades Loan Act had exhausted their utility, and unless there were increased applications in the next few months, he would not ask for renewal of the Act.

On the transport question he confessed that the taxation on 'buses was not as heavy as he would have liked, in view of the damage that these vehicles did to the roads. If the tax did not meet the injuries done, the rate would have to be increased next year. He indicated that legislation was being framed, and would be introduced in the autumn, to safeguard passengers on 'buses and other users of the road. Restrictions would also be considered in respect to the use of 'buses.

THE INVESTMENT OF CAPITAL.

Mr. Lemass was chief spokesman for Fianna Fail on the vote, and he accused the Minister and his department of lack of the right national spirit, ability and mentality to manage these affairs. There were eight officials with salaries of over a thousand a year, and sixteen others with salaries round about a thousand in the Department, and yet their work in the past year was negligible in its function of stimulating trade and industry. He thought the Minister unduly optimistic in considering that the trend of events was towards better conditions of industry in the country.

Fianna Fail believed that they could have efficient industry decentralised without the deterrent of slums and other evils. But industries like flour-milling, coach-building, and so forth, were disappearing without being substituted by more efficient concerns—a fact that showed that the prospects of industrial revival were diminishing. The Minister was doing nothing more than covering up his inability to get a better scheme than that embodied in the Trades Loan Act. He adverted to the fact that the bulk of the capital available for investment was being sent abroad, and said that the banks here should do as they did in Germany and other countries, and induce their customers to put up the capital which Irish industries required.

SOLVING THE TRANSPORT PROBLEM.

As a solution of the transport problem, Mr. Lemass suggested that they should buy out the railways, including the Great Northern Railway, pay the shareholders in interest-bearing railway bonds, to be redeemed from a sinking fund; set up a National Transport Board that would be representative of various interests using the railways and of the Government, and give the Board sole control of the management of the lines. The Board should have control of all transport services on the roads, and the State should also transfer to the Board the interests of the shareholders in the Grand Canal Company.

This solution of the transport problem, though revolutionary in character, would be welcomed by the thousands of ordinary stockholders of the railway, many of whom are widows and solely dependent on dividends, but who for several years past have got either no dividends or only one per cent. on their money invested in the railways.

EXTRA CIVIL SERVANTS.

The Minister, in his reply at the close of the debate, showed an inclination to give Mr. Lemass's proposal close examination, but he wanted to know where was the difference between the plan and nationalisation of railways. The State would purchase the railways, and there would be set up a National Transport Board on which would be represented only the railway users and the Government. The deputy had not said anything about the railway employés. The Government would have powers to prevent undue burdens from being thrown on the State. "I do not know what these undue burdens are," said the Minister, "but I can see 1,600 extra civil servants being added to the list. I do not know whether the deputy has that in mind, but how under a National Transport Board on the lines indicated are these people to be prevented from assimilating themselves to civil servants I cannot say, and it is on that point that this plan would have to be examined."

He reminded the deputy of what happened in Belgium and Germany in the matter of nationalisation of railways, and said that he did not think that an investigation of what had happened in those countries would lead anybody to approach anything called nationalisation of railways.

An amendment by Mr. Lemass to refer the vote back was defeated by 62 votes to 52, and the vote was then carried without division.

The House also passed, during the afternoon, Senator Hooper's bill, promoted in the Senate, to secure the opening of public-houses in Dublin on Sunday, the 23rd June, from 4 to 7 p.m. instead of 2 to 5 p.m., in order to convenience visitors to Dublin for the Catholic Emancipation Centenary celebrations.

THE TOTALISATOR BILL.

Mr. Blythe was given leave to introduce the Totalisator Bill, which will make provision for the regulations and control of totalisators, and for their setting up by the Revenue Commissioners.

The Minister was also given leave to introduce the Agricultural Credit Bill to authorise an increase in the capital of the Agricultural Credit Corporation.

The Dail adjourned until Thursday next.

RAILWAYS BILL.

TRIBUNAL MEMBERS' TERM OF OFFICE.

The text of the Railways (Amendment) Bill, introduced by Mr. McGilligan in the Dail on Wednesday, was published yesterday. It proposes to reduce the term of office of the standing members of the Railway Tribunal to one year, and to empower the Governor-General "by order made on the advice of the Executive Council at any time while there are three standing members of the Railway Tribunal," to declare that it is expedient in the public interest that on the expiration of the terms of office then current of the ordinary members of the Tribunal no appointment of ordinary members should be made, and that the Railway Tribunal should consist of the chairman alone.

SIR BRYAN MAHON.

It was learned this morning that during the last twenty-four hours there was little change in the condition of General Sir Bryan Mahon, who is a patient in a Dublin nursing home. He has been critically ill since Tuesday last.

In Lurgan pork market yesterday the top price was 94s. per cwt., a decrease of 4s. per cwt. since last market.

"AS WHITE AS MONT BLANC."

For Tennis Shoes, Buckskin, Saddle Girths, Cricket Pads, Sun Helmets, etc.

THE TECHNICAL CONGRESS.

COMPULSORY SCHOOL CONSIDERATIONS.

CATERING FOR THE TOURIST.

FROM OUR SPECIAL REPRESENTATIVE.
SLIGO, Thursday.

At the concluding session of the Irish Technical Association Congress, held this morning, Mr. Beresford Ingram, organiser of continuation education, London County Council, in his paper on "Continuation Schools," outlined the successes and failures of the system of compulsory day continuation schools created in London, because the authorities realised that between 60 and 70 per cent. of the elementary school population finished (that is, did not complete) its education as such at the age of fourteen years.

In launching a scheme of compulsory continuation schools in any area or district, the paper stated, you will find yourselves faced with three considerations of primary importance—the employers, the parents, and the neighbouring and contiguous local education authorities. You will notice I have not added a fourth, namely—the juveniles themselves. I would have included it in the list were I not so fully cognisant of the truth of the phrase which Thackeray coined nearly a century ago when he described the Irish as a "learning, loving nation."

THE SMALL SCHOOL.

Avoid small schools if you can. The instruction must be intensely purposeful, and this cannot be unless the grading of your students has enabled you to get together groups which are as near as possible of the same intellectual merit and possibilities. In the light of experience I would suggest that the period of attendance be three hours and not four. Four consecutive hours of intensive study constitute too long a period for boys and girls of 14-18 years.

Mr. P. B. Bowen thanked Mr. Ingram for his paper, which, he said, was pregnant with interest for the members of the Congress.

PROMISED LEGISLATION.

A resolution from the County Galway Joint Committee, proposed by Canon Cummins, was to the effect:—"That we urge the responsible Government departments to provide facilities as soon as possible for the establishment of continuation schools, as recommended in the Technical Commission's Report."

I am pleased to learn, Canon Cummins said, that the Minister for Education contemplates the introduction of a bill dealing with continuation schools. I trust it will not deal with a phase of technical education, but deal with the subject as a whole. For, strange as it may sound to your ears, we have not got a thorough scheme of technical education for the whole of Ireland; we have only the skeleton of a system.

Do you want proof of that assertion? You have only to ask yourselves how many technical schools there are in the whole of Sligo. One. Or in Roscommon or Mayo, or, indeed, in each of the twenty-six counties of the Saorstat. But let figures speak. There are nearly half a million pupils in our National Schools. How many are enrolled in our Technical Schools? Just 22,700. That is about one in twenty-two. What becomes of the twenty-one? Some pass on to secondary schools and some go on to universities—but all these scarcely amount to another one in the twenty-two. What becomes of the twenty? They simple drift. They go home and unlearn most of what they were taught in the National Schools, and then they emigrate, or join the ranks of unskilled labour. This horrible waste of intellect, waste of national efficiency, waste of man power, waste of money has been going on year after year.

Of course, when we had the so-called base, bloody and brutal British Government here, it was all their doing. But what advance have we made? What improvements have we made? What bold national scheme has our own Government undertaken to remedy that state of affairs? None whatever. We are exporting every year on an average for the past seven years about 42,000 of the youth of our country to join the ranks of unskilled labour, principally in America. We are leaving several times that amount at home in the same state of inefficiency.

THE CRY OF AGRICULTURE.

Only the other day Cork cried out that the Ford Works wanted boys who had been through technical schools. The Dublin Chamber of Commerce re-echoed their cry. They called on our Government to give our youth technical instruction, and I suppose their cry will fall on deaf ears.

But what of agriculture? There is only one Ford Works; but there is a little Ford industry in every farm of the hundreds and thousands of farms in Ireland. Just hear the statistics of the agricultural industry. Students receiving agricultural instruction in Ireland are allocated as follows:—Dublin University College, 58; Cork College, 30; Veterinary College, 45; Ballyhaise, 24; Clonakilty, 38; Mountbellew, 18; Copsewood, 13; Warrenstown, 19; State Forests, 5. Total, 240. Out of a possible 100,000 capable of receiving specialised instruction in the staple industry of the country we have just 240. You will say we have about 1,436 on the rolls of our winter agricultural classes, and as many more on the poultry and dairy class rolls. They are on the rolls, but they are taught in fits and starts. I have the testimony of practically every county committee in Ireland that such teaching is of no practical or permanent use.

"The Training of Workers for the Tourist Industry" was the subject of a paper read by Mr. J. P. O'Brien, Secretary of the Irish Tourist Association. In a recent statement, he said, the Irish Free State Minister visualised as a practical possibility an enlargement of our tourist traffic from its present estimated value of £3,000,000 per annum to four times that amount. A slight acquaintance with the conditions of Ireland as a competitor for a larger share of the world's tourist traffic shows that Mr. Blythe's optimism is fully justified.

I feel confident, he said in conclusion, that technical education will play in the tourist business as large a part as it had undoubtedly played in other branches of industry. It will provide from the children of the new Ireland the backbone of the tourist industry.

THE HOTEL PROPRIETORS.

Referring to the training of hotel staffs, Mr. Patrick Murphy, Mayo, said that in dealing with tourist development in this country we should make still greater provision for the training of hotel proprietors. The fact that they do not come up to the scratch is retarding the industry to a far greater extent than the want of technical training on the part of the staffs. The training they require could be given them in commercial classes, and would simply consist in learning how to make up bills. In the Irish Tourist Association these people are taken on as members, and they should not be. They ought to be made to realise that it is to their own benefit to charge reasonable and moderate rates. This will ensure the return of visitors from year to year, and they will act in an advertisement capacity for them also. That would be better than grabbing all that they can for the time being.

Mr. B. P. Bowen suggested the grading of hotels.

Miss K. Breen (Kerry) said that, coming from a tourist centre, she was very glad that Mr. O'Brien had impressed on the Congress the need for training, not for the hotel proprietors, but for the staffs. Someone had spoken of lower charges. That, she said, depends on the point of view: I for one will stand up for the hotel proprietors.

Mr. O'Brien, in replying, took up the question of hotel prices. It must be emphasised, he said, that ninety-nine per cent. of the hotels in the Irish Free State put their prices down in black and white, and these prices are broadcast by the Tourist Association. This fact frees them from the charge of profiteering. The question of the service they give is another matter.

THE ELECTIONS.

The following were elected on membership of the Standing Council:—President, B. P. Bowen, Co. Dublin; Hon. Secretary, G. J. T. Clampett, Rathmines; Hon. Treasurer, E. J. Long.

Members—P. McGrath, Tipperary; J. J. Collins, Mayo; J. Buckley, Co. Cork; J. F. Gill, Offaly; James Casey, Limerick; J. F. King, Cork; W. Ellis, Cork; W. McMillan, Pembroke; P. Hickey, Enniscorthy; Mrs. Kettle, Rathmines.

GOVERNMENT TYPISTS' EXAMINATION. Special preparation at RUSSE COLLEGE, Stephen's Green, Dublin. Misses Gannon and Crean successful last examination.—[Advt.]

IN THE NORTHERN CAPITAL.

FROM A SPECIAL CORRESPONDENT.
BELFAST, Thursday.

A good deal of uneasiness has been caused in Belfast in consequence of a statement made by a clergyman at the General Assembly, and reported in the local Press, that there is to be no autumn session of the Northern Parliament. The people are accustomed to long recesses, but this would be rather stretching the holiday season, as it would mean a silence in our legislative halls for about eight months, when various problems are pressing for solution. Probably there is a misunderstanding somewhere, and, if so, it would be well that the Government should put the matter right.

It may be, of course, that the Northern Cabinet is watching events at Westminster, as naturally there is bound to be a difficulty in "keeping step by step" with Great Britain under the present embarrassing circumstances. The political situation is very unhappy, in view of the Socialist domination across the Channel, an Administration which has been cursed by our Unionist leaders virtually with "bell, book and candle" times without number. Northern Ireland has very limited powers of self-government, most of the great public services being reserved; but it is to be hoped that the change of Government in England will not militate against the financial settlements affecting the Six Counties.

LINKING UP WITH BRITAIN.

Although what was described as the "All-Red Route" for mails between Northern Ireland and Great Britain was found to be impracticable, we are to have a submarine cable which will connect the Six Counties with the sister countries across the Channel. It will be recalled that some months ago a violent gale resulted in the North's being isolated for a considerable period, and the Belfast Chamber of Trade suggested that a wireless station should be erected by the Imperial Government to ensure continuous communication in future. The new cable service should obviate all such disturbances. On this side the station will be at Ballyhorman, a picturesque County Down village, with a wide beach of silver sand near Ardglass, the great Northern fishing centre, and it will connect us up with Port Erin in the south of the Isle of Man, which, in its turn, has cable communication with Norbreck, near Blackpool.

The cable ship Faraday is at present engaged in carrying out the necessary operations, and it is expected that before long the scheme will be completed. Telephone communication with the Northern province will then be greatly improved, a consideration of great value to Belfast, with its growing trade and commerce, and the urgent need for swift messages back and forward across the Channel.

COMPULSORY IRISH.

Strong comments are being made in the North regarding the compulsory teaching of the Irish language in the Free State schools, and it is felt that such a policy is altogether opposed to the true interests of education. It is the most formidable of all barriers to the unity of Ireland; for the Ulster people are unchangeably hostile to any scheme which would tend to weaken the imperial connection. For them it is impossible. Every year Ireland sends thousands of boys and girls across the ocean to the United States and Canada, and in these countries a knowledge of the language of the Gael would be a useless accomplishment for all practical purposes, although it has a sentimental value. The learned professions in the South have protested against it, and lawyers have pointed out that there are no legal textbooks in Irish, while, of course, all laws and records of cases are printed in English.

The problem is a difficult one, and the Northern people are thankful that they are not troubled with it. Moreover, the compulsory teaching of Irish gives strong colour to the argument of the Unionist leaders that separation is eternal; for all the difficulties of the border fade into insignificance compared with it. There is a considerable body of moderate opinion in the Six Counties favourable to closer association with the Free State, but recent events have shaken it.

A PIQUANT SITUATION.

A somewhat comical situation has arisen in connection with the Belfast Board of Guardians. During the past few years the Guardians have been notoriously economical in their dealings with the poor, and it will be recalled that the Ministry of Home Affairs felt constrained to rebuke them concerning the granting of outdoor relief to the able-bodied workless seeking assistance. They were blamed for economy in disbursing the rates, and the Guardians fought tooth and nail to keep down the cost, but were finally compelled to surrender, which they did with a very good grace, indeed. Now a change has come over the scene. When the shadow of war was over the land, the Guardians, in order to save—and quite rightly, too—stopped the supply of butter and substituted margarine for the inmates, but recently they decided to revert to the old system and to add butter to the daily menu.

It appears that this "back to butter" policy would involve an extra expenditure of £1,000 a year, and the Home Office has raised its voice in horror at such an idea. A letter from the Ministry was read at the meeting of the Board on Tuesday dealing with the subject, and pointing out that the proposed change of diet was not justified, as "good margarine has actually a higher value than butter, its only defect being the absence of vitamins; but as these are principally required by children to promote growth, their absence is of no importance, so far as adults are concerned." This raised quite a commotion, and uncomplimentary things were said of the Ministry, some members suggesting that the Government officials should try the margarine on their own palates, and declaring that their action was a disgrace. The matter was then referred to the medical officer.

THE LATE MR JOHN DEVOY.

MOURNERS IN DUBLIN PROCESSION.

Large crowds assembled last evening at Kingsbridge Railway Station, Dublin, for the arrival of the train which was conveying the remains of Mr. John Devoy, the Fenian leader, from Queenstown. On account of a breakdown which occurred near Thurles, the train did not arrive until 8.40 p.m., instead of at 7.40.

When the train arrived at the terminus, the coffin, which was shrouded in the national flags of the United States and the Irish Free State, was carried from the station and placed on a gun carriage outside, where units from the Free State Army and members of the Civic Guard were lined up for the procession to the Pro-Cathedral, Marlborough street, where the remains will lie in state until to-day.

The procession was headed by an advance guard of mounted infantry, followed by a detachment of troops from the 7th Battalion Then came the No. 1 Army Band and a military pipers' band, followed by six Roman Catholic clergymen, who walked in front of the gun carriage. The guard of honour was composed of officers from the Free State Army, and the chief mourners and a number of colleagues of the late Mr. Devoy marched immediately behind the coffin. They were followed by Dail representatives and a number of Senators. Detachments of military officers, members of the Civic Guard and the Civic Guard Band were also in the procession.

The procession was witnessed by thousands of people at different points along the Northern quays, in O'Connell street and in Marlborough street.

At the Pro-Cathedral the remains were received by the Very Rev. J. Flood, Adm., and other Dublin clergy. A military guard of honour remained on duty by the side of the coffin during the night.

Among those present were:—Mr. Dermot O'Hegarty, Secretary to the Free State Executive Council; General Mulcahy, Minister for Local Government and Public Health; Mr. F. Lynch, Minister for Fisheries; Col. Joseph O'Reilly, representing President Cosgrave; Mr. A. Byrne, T.D.; Mr. M. J. Hennessy, T.D.; Mr. H. Colahan, T.D.; Mr. R. Corish, T.D.; Mr. Everet, T.D.; Mr. J. J. Walsh, Mr. M. Conlon, T.D.; Mr. R. O'Connell, T.D.; Mr. P. O'Maille, and Dr. McCartan.

The chief mourners were:—Mr. P. Devoy, Mr. James Devoy (nephews), and Miss E. Devoy (niece).

SHORTHAND-TYPISTS AND TYPISTS. Tuition in Irish Shorthand a special feature. 14 of the 24 Vacancies, Nov., 1928. SKERRY'S COLLEGE, 76 Stephen's Green. —[Advt.]

RAILWAY RATES.

ALLEGED UNDUE PREFERENCE.

LIMERICK TRADERS' COMPLAINT.

Judge O'Brien (Chairman) presided at a sitting of the Irish Railway Tribunal in Dublin yesterday, when the hearing was resumed of the case in which Messrs. J. and G. Boyd and others, of Limerick, were the applicants, and the Great Southern Railways Co., Ltd., were respondents. The applicants applied to the Court:—(1) For an order declaring that the rates at present prevailing, both local and through, in respect of the ports and cities of Cork and Waterford, constituted an undue preference of such cities and ports over the city and port of Limerick, and placed Limerick city and port at an undue disadvantage as compared with the cities and ports of Cork and Waterford, and (2) An order enjoining the respondent company from giving or continuing any such undue preference, and from placing the city and port of Limerick at an undue disadvantage in respect of the local and through rates as compared with the cities and ports of Cork and Waterford.

Mr. Jellett, K.C., and Mr. Cullinan (instructed by Messrs. M. Sellors and Co.) appeared for the applicants. Mr. Phelps, K.C., and Mr. E. J. Kelly (instructed by Mr. MacDonald) represented the Railway Company.

RAILWAY COMPANY'S CASE.

Mr. Phelps resumed his address to the Court, and said that there was no doubt there was a preference to the cities and ports of Cork and Waterford, as compared with Limerick, and what they had to decide on all the details and circumstances was if the preference was an undue one as against Limerick. The circumstances, as he had already stated, were the geographical position of Limerick, and the traffic competition by sea in the cities of Cork and Waterford.

Mr. Phelps then quoted voluminous sets of figures showing how the present rates were fixed. He said that on the 15th January, 1920, all cross-Channel rates were increased by 60 per cent., except one class, which was increased to 50 per cent., and on September 1st, 1920, this increase was made 100 per cent. generally. On the 14th August, 1922, the percentage increase from Cork and Waterford was reduced to 75 per cent., the same as reduction from Dublin to, and between stations in, Great Britain. On October 1st, 1922, consequent on the reduction from Dublin, Cork and Waterford, and between stations in Great Britain, cross-Channel rates from Limerick and other interior stations were reduced from 100 per cent to 85 per cent. On May 14, 1923, the percentage increase from Cork and Waterford was reduced from 75 per cent. to 60 per cent., the same as from Dublin to and between stations in Great Britain. On August 7, 1925, the percentage increase from Cork and Waterford was reduced from 60 per cent. to 50 per cent., the same as from Dublin and between stations in Great Britain.

THE PRESENT POSITION.

Consequent on the reductions in the percentage additions from Dublin, Cork and Waterford and between stations in Great Britain the percentage increase from Limerick and other interior stations was reduced to 75 per cent. on the 1st October, 1923. On the 1st March, 1927, consequent on increases in the percentage additions between stations in Great Britain, the rates from Limerick and other interior stations were increased to 78 per cent., and from Cork and Waterford from 50 per cent. to 60 per cent. That was the position at present as regards through rates.

Mr. Phelps also dealt with the flat rate of charges and the question of local rates, and submitted that the Limerick rates were, in the circumstances, reasonable, and complied with the law and the various orders of the Tribunal.

THE REAL GRIEVANCE.

Mr. Michael Hanrahan, Assistant to the Traffic Manager of the Great Southern Railways, produced a typewritten document, giving details as to the through and local rates, and the variations therein, for many years past. He said that the applicants had, since 1923, complained of many of the rates, both local and through, and the company had investigated these complaints, and endeavoured to meet them in every way possible; but the real grievance of the Limerick traders was in respect of the cross-Channel rates and the carrying company's application of a percentage increase in the base rates at Dublin, Waterford and Cork. He said that his company objected to application number one—that was to reduce the Limerick percentage increase from 78 to 60 per cent. in respect of cross-Channel rates. The objection was due to the loss in revenue which the company would sustain on traffic now conveyed to and from Limerick Station, and to the effect that such a reduction would have in their cross-Channel rates with Galway, Sligo and other ports in the West of Ireland; and, thirdly, the effect that such a reduction would have in their cross-Channel rates with all their interior stations on the Great Southern Railways; and, fourthly, the effect that such a reduction would have in their local and through Irish rates.

THE COMPANY'S OBJECTION.

If a reduction were made in the company's proportion of all cross-Channel rates from 100 per cent. to 90, 80, 70, 60, or any other percentage, what justification would there be for charging their Irish traders 100 per cent. increase and giving the advantage to the English or Scotch merchant? Why should those engaged in the Dublin provision trade pay an increase of 100 per cent. in the base rates on Denny's, Matterson's, O'Mara's, or Shaw's Limerick bacon to Dublin, while the Liverpool, Manchester, or London merchants would only pay 60 per cent. of an increase, or some other figure less than 100 per cent.; or, in the reverse way, why should the London merchant in tea and wine, or the Birmingham merchant in hardware, or the Manchester merchant in drapery, get an advantage of any kind against the Dublin or Cork merchants in catering for the trade to Limerick in these commodities?

His company's objection to number 2—that was to increase the Dublin, Rosslare, Waterford, and Cork percentage increase from 60 per cent. to 78 per cent.—was that it would make no difference in the rates charged by the steamer companies from these ports. Their rates would remain the same, the freight payable at Dublin, Rosslare and Waterford would not be increased by one penny, while at Cork less money would be charged for transit. The traffic now conveyed by the G.S. Railways Company would be wholly diverted from them, and there would be no compensating gain.

The Tribunal adjourned until this morning, when it will sit at Court No. 3 in the Castle, as the remains of Mr. John Devoy will be lying in state in the Council Chamber at the City Hall.

ROYAL DUBLIN FUSILIERS.

A CENOTAPH REMEMBRANCE.

Officers of the Royal Dublin Fusiliers had a regimental reunion dinner in London last night, and during the day old soldiers of the regiment, of all ranks, including a group of red-coated Chelsea pensioners, assembled at the Cenotaph. A wreath of spring flowers, which was laid at the foot, bore the inscription:—"In proud, grateful, and never-failing remembrance of all ranks of Neill's Blue Caps, and the Old Toughs, and the Reserve and Service Battalions of the Royal Dublin Fusiliers, who laid down their lives for their King and country—*Spectamur Agendo*, 1914-1919."

COLERAINE SHOW.

FINE DAIRY CATTLE AND CLYDESDALES.

(FROM OUR AGRICULTURAL CORRESPONDENT.)
COLERAINE, Thursday.

There were about 1,200 entries for the annual Show of the North Derry Agricultural Society, Ltd., at Coleraine to-day, and altogether the fixture was most successful. In the equine section, which was remarkable for its fine display of Clydesdales and heavy horses of that particular type, the entries were slightly better than last year and competition was keen. There was a small display of hunters in the ordinary classes, but some fine specimens were forward in the jumping competitions. Harness horses also made a satisfying display.

The cattle section was very well supported, Shorthorns taking pride of place. Young bulls of promise were fairly numerous, and it is evident that stock-breeders in this region are determined to keep up a high standard of merit in their herds. A high level of merit was also displayed by the two-year-olds, which included a prominent Dublin winner. Cattle intended for dairy purposes never made a better show here, most of the cows showing fine frames and well hung udders. As at other Northern centres, British Friesians had a special section to themselves, and some good specimens of the breed faced the judge.

Sheep made a larger display than usual, and strong classes were those for Border Leicesters, where the Rev. R. J. McIlmoyle was so successful. There was also a creditable show of black-face mountain sheep.

There were no swine and no rabbits, the latter section being abandoned owing to the slump in rabbit fur.

Poultry, pigeons, dairy produce and dogs made a large display.

The weather was good and the attendance satisfactory.

Mr. J. F. Hunter, Hon. Secretary, and his assistant, Mr. William Knox, had charge of the arrangements, which were carried out in a highly efficient manner.

The cattle included well-bred Shorthorns, useful dairy stock, and a number of Friesians, the exhibits generally reaching a high level of merit.

SHORTHORNS AND CROSS-BREDS.

For Shorthorn cows, Mr. John McBride, jun., Bushmills, led with Lind's Pride, a three-year-old of great scale and symmetry by Red Mario. She also won the Chester Cup. Her herd companion, Marion Lind, was second, and Mr. T. J. McNeary's (Blackhill) Lady Dorothy Renown II. third.

There was a large class of cross-bred general purpose cows, and Mr. Jas. McKinney, Ballymoney, led with Red Rose, which also won the Patterson Cup for best cow suited for dairy and general purposes. Mr. J. Young, Bellemont, was second with a roan, and Mr. H. Lusby, Kilfennan, third with Miss Tessie.

For cross-bred two-year-old heifers, Mr. Wm. Hemphill, Portstewart, was first with May Queen; Mr. J. K. McCollum, Drumcroon, was second, and Mr. A. Twaddle, Priestland, third with a useful red.

A trio of two-year-old Shorthorn bulls was led by Messrs. Wallace and Co. with their nice compact red, Eclipse, fresh from his Antrim successes. He also won the Morrow Cup and Champion Silver Medal for best Shorthorn. Mr. Wm. Warnock, Ballymoney, was second with his roan, Castledawson Chief, while Mr. S. A. Forgie was third with his double dairy roan, Carnalbana Hope.

A well-filled class for yearlings was headed by Messrs. Thompson, Eglinton, with the promising roan, Royal Commander. Mr. M. Cherry, Myror, was second with Lomond Eclipse, and Mr. Jas. Young third with White Rock. The winner also secured the Stewart Cup.

For cross-bred bulls, any age, Mr. Jas. Carrick, Garvagh, led with Silver Star; Messrs. Teadley were second with a red, and Messrs. McNeary third with Jack.

In a nice class for two-year-old Shorthorn heifers, first prize and the Beattie Cup went to Sir F. Macnaghten, Bart., for his well-bred roan, Queen Daisy. Mr. W. Dunlop, Finvoy, was second with his roan, Lady Eliza, Mr. John McBride, jun., being third with Elsie Lind.

In the class for yearling cross-bred heifers, Mr. D. Forsythe, Bushmills, was first with Miss Broadhooks. Messrs. Young, Maddykenny, were second, and Mr. H. Lusby third with Primrose.

First for Dexter or Jersey females went to Mr. T. McClenahan, Coleraine, for Molly; Mr. A. Mayor was second and Messrs. Cochrane third.

The class for Friesian bulls was led by Mr. M. S. Moore's Brookmount Gerald; Mr. R. Keep's Castlerock was second with Oldpark Majorie, while Mr. John Black, Portstewart, was third with Coleraine Chieftain.

Two Friesian cows were shown by Mr. M. S. Moore, M.L.A., and these were awarded prizes. He was also first and second for Friesian heifers, third going to Mr. John Black's Gargoyle's Lady Bell.

For cross-bred Friesian females, Mr. D. H. McLean was first, Mr. Thomas Young, Dundovan, second, and Mr. M. S. Moore third.

In a small Hereford class, Dr. J. M. Taylor, Dervock, won all the prizes with cows of useful type.

REGISTERED DAIRY CATTLE.

There was a good entry of dairy cattle, and, in the class for registered dairy bulls, Mr. S. A. Forgie's Carnalbana Hope was first; his Columbus second, and Mr. McNeary's Jack third.

For registered cows from members of Coleraine Milk Recording Association, Mr. James McMath, Carthall, was first with McAfee, a cow with record of 1,334 gallons in forty-five weeks; Mr. S. B. Lyons's Susan, a 1,254-gallon cow, was second, and Mr. W. Hemphill's Book Law, a 983-gallon cow, third.

In the class for any cow on the Ministry's Register, Mr. J. McKinney's 1,240-gallon Red Rose was first, Mr. McMath's McAfee second, and Mr. Lyons's Susan third.

For one or two-year-old heifers, the progeny of registered dairy cows, Mr. McNeary's Red Clara was first; Mr. Primrose Boswell, Sir James McBride's (jun.) Elsie Lind third.

In the children's class, for pail-fed cattle shown by exhibitors under 17 years of age, Robert Herbison, Ballymena, was first; Jack Black, Garbogle, second, and Samuel Black, Cornanee third.

HORSES.

Clydesdales, as usual, were well represented, and in the stallion class Messrs. M. and S. Mark were first with Myroe Essential.

Brood mares of the same breed were led by Mr. T. J. McNeary, Blackhill, with Finvoy Bell; Mr. S. Mark's Lady Crusader being second, and Mr. J. A. Black's Jean third.

For gelding or yeld mares, three-year-old and upwards, Messrs. Anderson Bros. were first with a roan filly of fine breed and type, that also won the Boyd Cup; Mr. M. Black, Aghadowey, was second with Blue Bell, and Mrs. H. R. Morrison, Coleraine, third with Belmont Camouflage.

First in the two-year-old Clydesdale class went to Mr. J. C. Drennan, Limivady, for Daily Mail, who also won the Maine, Baxter and H. R. Morrison Cups; while in the yearling class Mr. J. C. Drennan's Irish Times was first, and Mr. James Mark's pair second and third.

DRAUGHT HORSES.

Most of the entries in this section had the white legs and feathered heels of the Clydesdale, and in the class for agricultural brood mares Mr. T. H. Brown's Sally was first, Mr. M. Black's Nellie second, and Mr. John Black's brown mare third.

For gelding or yeld mares, Mr. Norman S. Stewart's Sally was first, Mr. James Young second with a black mare, and Mr. Hugh Rankin third with a bay mare.

In the two-year-old class, Mr. T. H. Brown led with a gelding, Mr. R. J. Craig was second with a bay filly, Mr. W. G. McCollum, Coleraine, third with a bay filly.

In the yearling class, Mr. H. Rankin's bay colt was first, Mr. J. G. Macdonnell's bay colt second and Mr. Hazlett's bay mare third.

SADDLE AND HARNESS HORSES.

For hunter or harness brood mares, Miss M. Given, Coleraine, was first with Roseday, a stylish chestnut; Mr. Alex. Boyd, Ballywindland, was second with another nice chestnut; while Mr. J. A. Moore, Ballymena, was third with Fanny, a grey.

First prize and the Clarke Cup for three-year-olds went to Mr. John Bamber's Golden Vein, Mr. W. V. McCleery's May Dawn being second.

The Dunedin Cup and first prize for two-year-olds went to Mr. Alex. Boyd's Bann Valley, Mr. Jack McKay's gelding being second, and Mr. A. Curry's (Ballymoney) bay gelding third.

In a good class for yearlings, first and the Hunter Cup were awarded to Mr. J. Simpson, Groscahill, for Finaghy Prince. Mr. A. Getty, Ballymoney, was second with a chestnut gelding, and Mr. John Taggart, Dervock, third with a chestnut filly.

First and the Somerset Cup in a small class for hunters, four years old and upwards, went to Mr. John Bamber. Mr. William O'Connell's Killyfugh was second, and Miss B. Morrison's Town Water third.

For four-year-olds or over, 14 hands or over, suitable for harness, Mr. John McWatters was first with Glenavon Cavalier, and second with Maid of Honour.

For three-year-olds or over, 14 hands or under, first and the Gilmore Cup went to Mr. John McWatter's Glenavon Joy; Mr. John Hart was second and Miss M. R. Black third.

Cobs, under 15 hands—1, David Patton's Nelly; 2, W. J. Rankin's bay colt; 3, W. L. Holly's Macosquin.

Ponies, 13 hands or under—1, Miss M. Graham's Biddy; 2, G. D. Chrstlie's The Widow; 3, William Henry's Danny Boy.

SHEEP.

In this section there was a big muster of Border Leicesters, and the McIlmoyle Cup for the best sheep in the show, as well as the Border Leicester silver medal, went to the Rev. R. J. McIlmoyle, Dervock, for his first prize Border Leicester shearling ewe. This well-known exhibitor also won three additional first prizes; other first prize winners in the Border Leicester and cross-bred sections being Messrs. John Browne, Elagh; J. H. Crowe, Macosquin, and James Bailey, Macosquin.

First prizes for blackfaced mountain and Suffolk sheep went to Messrs. S. Gibson, Broughshane; Isaac Hill, Cloyfin, and S. McCandless, Coleraine.

Miss Maria Keely, Coleraine, won the bronze medal for best coat in the Show.

OTHER SECTIONS.

The best butter was shown by Miss N. M. Workman, Aghadowey.

In the butter-making competition, Miss M. Black, Portstewart, was first; Miss A. Workman, Aghadowey, second, and Miss M. Fullerton, Garvagh, third.

Miss Winnie McNeill won the Championship Cup for the best bird in the utility poultry section.

Mr. W. Stenson, Ballymoney, won the cup for the best homing pigeon.

JUMPING AND DRIVING.

Jumping (open)—1, Ewing Johnston, Belfast—Catmo; 2, John Bamber's Red Boy; 3, John Warwick, Belfast—Lady Edgar.

Driving (open), single harness—1, John McWatter's Glenavon Cavalier; 2, John McWatter's Maid of Honover; 3, John Black's Miss Eileen.

Best farm-cart turnout—1, N. S. Stewart, Ballyarton; 2, H. Rankin, Binagh; 3, J. Young, Bellemont; 4, John Black, Bann Valley Dairy.

Jumping, Novice—1st, G. D. Christie, Coleraine—Bobby; 2nd, W. McConnell, Ballymena—Killybugh; 3rd, W. McConnell—Shandy.

Driving, Open, single harness, Ponies 14·2 hands and under—1st, J. McWatters' Glenavon Joy; 2nd, J. Black's Miss Eileen.

Champion Stone Wall Jump—1st, J. Warwick's Activity; 2nd, J. Warwick's Chips; 3rd, G. D. Christie's Bobby.

Driving, single harness turnout, two-wheeled trap, owned and driven by a bona-fide farmer—1st, J. D. Hart, Cookbreene; 2nd, John Black, Portstewart; 3rd, J. Hart, Damhead.

Pony Gymkhana—1st, W. Henry, Coleraine—Tim; 2nd, Brian Christie, Coleraine—The Widow.

FUNERAL OF SIR W. J. THOMPSON.

METHODIST MINISTER'S TRIBUTE.

The funeral of the late Sir William J. Thompson, M.D., ex-President and Fellow of the Royal College of Physicians, Ireland, took place yesterday from the Centenary Methodist Church, St. Stephen's Green, Dublin, for Mount Jerome Cemetery.

A special Service held in the church was attended by representatives of the medical profession, of the commercial community, philanthropic societies, charitable organisations and public health societies. The Service was conducted by the Rev Randall C. Phillips, M.A., President of the Methodist Church in Ireland, and the Right Rev. J. L. Morrow, M.A., Moderator of the Presbyterian Church in Ireland; the Rev. R. Lee Cole, B.D., Secretary of the Methodist Conference, and the Rev. J. A. Duke, the Rev. James Alley, the Rev. W. B. Lumley and the Rev. W. R. Budd.

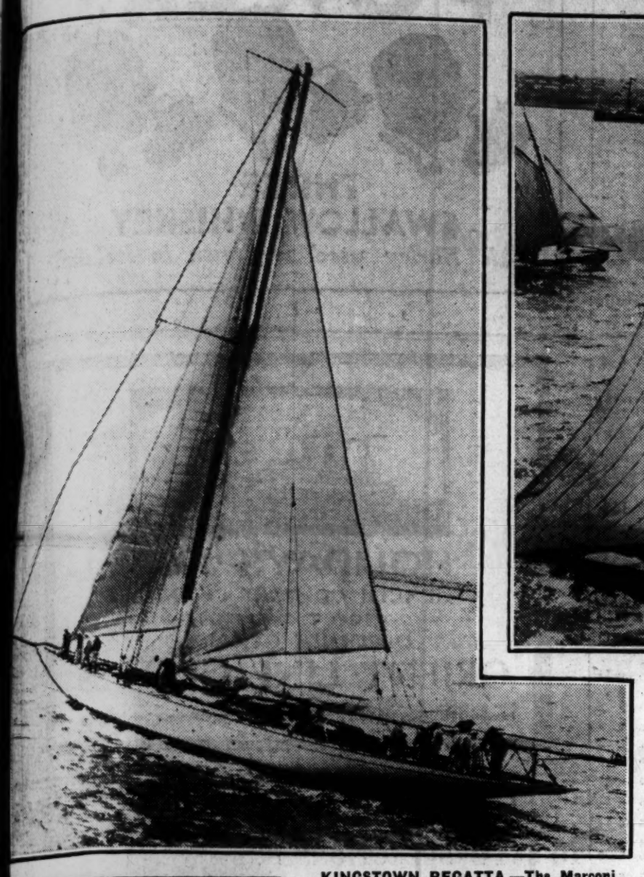
THE ATTENDANCE.

The attendance included the following representatives and friends:—

Representing the Royal College of Physicians, Ireland:—William Winter, M.D., President; Professor T. G. Moorhead, Professor J. W. Bigger, Sir Thomas O'Carroll, M.D., F.R.C.P.I.; Sir William J. Smyly, M.D., F.R.C.P.I.; A. H. Davidson, M.D., F.R.C.P.I.; J. A. Matson, M.D., Vice-President, R.C.P.I.; Percy Kirkpatrick, Registrar; Sir John Moore, M.D.; Dr. William Boxwell, Sir James Craig, Dr. Dargan, Dr. Falkiner, Dr. Glenn, Dr. Micks, Dr. George Nesbitt, Dr. Parsons, Dr. Quin, Dr. Rowlette, Dr. Wilson.

Representing the Royal College of Surgeons:—T. E. Gordon, M.B., President; Mr. R. Atkinson Stoney, Vice-President;

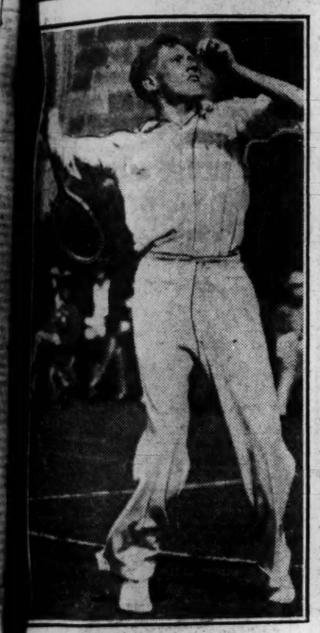
KINGSTOWN REGATTA : IRISH WEDDINGS.



KINGSTOWN REGATTA.—The Marconi mast of the Cambria snapped off during the big race yesterday. A photograph of the Cambria returning to harbour after the accident.

KINGSTOWN REGATTA.—The 17-footers getting away from the starting line in the harbour yesterday.

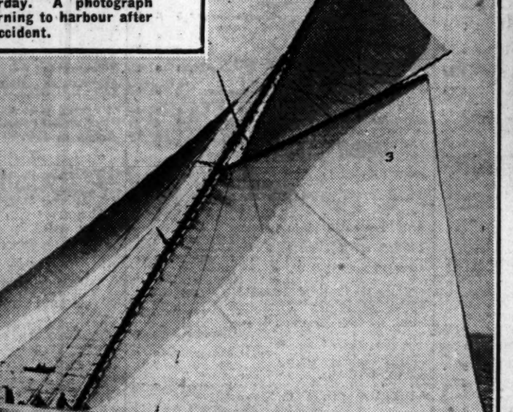
Captain Philip Lowsley-Williams, of Tetbury, Gloucestershire, with his bride, Miss Ida Carroll-Leahy, daughter of the late Mr. Carroll-Leahy and Mrs. Carroll-Leahy, of Woodford, Mallow, photographed after their wedding at Kilpadder Church, near Mallow, on Wednesday.



TRINITY WEEK.—Tennis in College Park. M. J. Hogan in play.

THE CONGRATULATORY NUZZLE.—Two prize-winners congratulate each other on their success at the Antrim Agricultural Society's Annual Show.

TRINITY WEEK.—Tennis. Miss M. Griffiths in play.



KINGSTOWN REGATTA.—Sir Thomas Lipton's Shamrock, winner of the race for big yachts, heeling over as the wind catches her sails.

ANTRIM AGRICULTURAL SOCIETY'S SHOW.—Mr. D. Collins (Portadown) takes the stone wall in brilliant style in the open competition for the Boal Cup.

Interprovincial Cricket. — Leinster v. Munster. Mr. F. H. Hall (left) and the Rev. W. Bourchier going out to bat for Munster.

Mr. Robert K. Allen, son of Mr. Robert Allen and Mrs. Allen, Carrig Brae, Bray, County Wicklow, with his bride, Miss Kathleen Smith, daughter of Mr. and Mrs. John C. Smith, Monasteroris, Edenderry, photographed with the bridal attendants after their wedding at Edenderry Parish Church.

A LOAD OF MISCHIEF.—A basket of wire-haired fox-terrier puppies.

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DELTA 3589.
A chic model of distinctly Continental cast but made on a perfect fitting Lotus last, in Patent. Price 21/-
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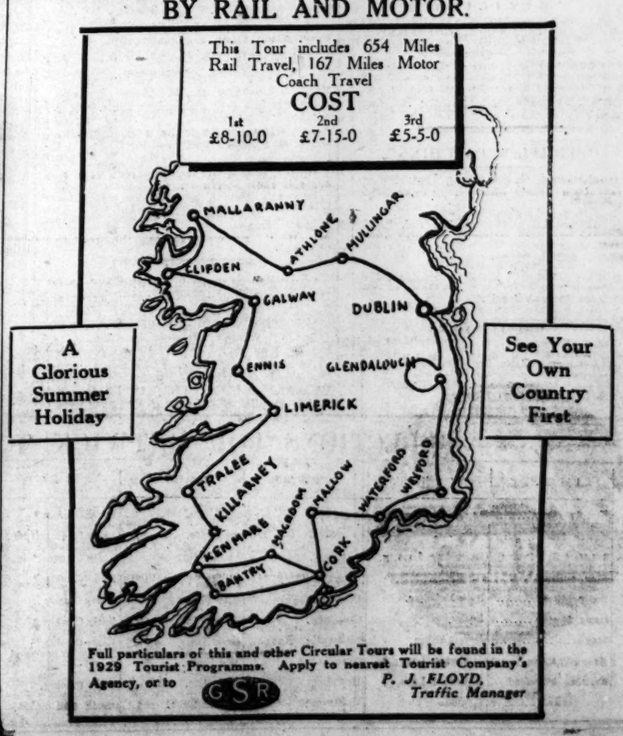

GOSSIP FROM THE COURSE.

A BRILLIANT DAY.

KING'S OVEN WINS THE CUP.

GOOD RUNNING OF PIPERNO.

FROM OUR TRAVELLING CORRESPONDENT.

NEWBURY, Thursday Night.

The weather was delightful for Cup day here this afternoon—brilliant sunshine, with a cool breeze. The public came in strong force, too; for the programme was a good one. They were well rewarded by a splendid race for the Newbury Cup, in which the remarkably improved horse King's Oven gained a most meritorious victory over Gipsy King and Mara by half a length and three-parts, the even money chance, Plantago, finishing fourth, without ever having looked like winning.

I do not know any horse in training who has come on so much as King's Oven. Mr. W. M. G. Singer, the owner of Plantago, bred King's Oven from Gay Crusader and his well-known mare Postbridge, a prolific producer of winners, and Mr. Davies-Scomfield, who before he retired always had some of Mr. Singer's horses, trained him for him.

He was not a great success, and last summer he sold him for the price of a good plater to Mr. D. M. Gant and the late Mr. T. A. Edge, for whom he won the Nottinham Handicap last October. When Mr. Edge died this year he was sold with the rest of his horses, and Mr. Gant bought him outright for 700 guineas. Since then he has run him five times, and he has won five times—all handicaps, it may be noted—culminating in the splendid success to-day with a 5lb. penalty up.

PLANTAGO NEVER DANGEROUS.

Percy Lowe, who trains him now, has certainly done extraordinarily well with him. Plantago was accepted as the form horse, and it was thought he could not lose. Wragg crying off King's Oven to ride him. He settled down second-last, and although he improved in the straight and finished fourth he was never really dangerous.

Law Suit made the running, but after going half-way Pilferer took it up, and led into the straight. Soon after he was closed in on the rails. Then Gipsy King and Mara showed up, and after the former had beaten Lord Carnarvon's filly King's Oven appeared. Like Plantago he had settled down well behind, and he was a trifle hampered entering the straight, and left with a lot of ground to make up.

When he got his run he was irresistible, and he came pounding along relentlessly to gain a splendid victory. Gipsy King has lost nothing since the American trainer Michell bought him to lead Reigh Count in his work for the Gold Cup, and he may have a chance in the Ascot Stakes next week.

Mr. R. C. Dawson was disappointed in not having Richards, as he had arranged, for Mara; but this jockey was claimed for Law Suit. Cordell, who rode Mara, was hardly strong enough to get the best out of her. King's Oven is easily the gamest colt by Gay Crusader I have ever seen.

The Stratford filly, Scotford, bred by Mr. J. W. A. Harris, and owned and trained by De Mestre, won the Berkshire Foal Plate cleverly by half a length from the Aga Khan's Hakem. She made nearly all the running, and though Hakem a furlong from home was close up with her, he did not run it out so strongly as the winner, of whom her trainer thinks a good deal. She is engaged in the Queen Mary Stakes at Ascot next week.

A FIRST APPEARANCE.

Piperno, a good-looking colt by Sicyon, who was making his first appearance, was well backed to beat the other pair. He ran extremely well, only losing second place by a short head, and he will do a good deal better next time.

The Achtoi gelding, Moontoy, was bought out of Tabor's stable by Sir Hugo Cunliffe-Owen, mainly with the idea of leading Felstead in his work. He was in the Ogbourne Handicap with a light weight, and he beat another light-weight in Solymelus; Impropriety, another recent purchase for the Reigh Count stable, finishing third.

There was a big field for the Wiltshire Selling Handicap, in which Smile and Welsh Dame were joint favourites. Smile did the better of this pair, but she was caught and run out of it by Sir Delves Broughton's Pheidon, a well-known plater by Junior, whom Captain H. J. Cullen bred. This six-year-old is hard to beat in this sort of company, and he made light of his 9st.

The All-Aged Selling Plate was only notable for the fact that it was won by a two-year-old, the filly by Hapsburg out of Lady Orkney, who beat I Am the Captain by half a length. She is trained by the ex-jockey E. Martin, and was ridden by his 13-year-old son. After this race Polar Bear, a son of Stratford and Polar Belle, who has been slamming big fields of two-year-olds, was offered for sale and withdrawn at 3,600 gns.

SELECTIONS.

The racing at Gatwick and Chepstow to-morrow does not sound very interesting. At the former meeting STALACTITE may win the Three-Year-Old Handicap. EARLY CLOSING is a good thing in the Home-Bred T.Y.O. Plate, and if he does not run IKHNATON may be the best. BECASSE, who was disqualified at Manchester, should win the Manor Welter.

At Chepstow I like the chance of MAVIS in the Tidenham Plate, and SONGASAXPENCE in the Mountain Ash Plate.

GALTEE MORE.

LONDON BETTING—YESTERDAY.

There was a fair amount of business on the Royal Hunt Cup in the principal offices yesterday, eleven horses being backed at their respective rates.

ROYAL HUNT CUP.

(Run Wednesday, June 19. Distance—7 f. 166 yds.)

7 to 1 Sea Crag (t. and o.)....S. Darling 4 8 3
10 to 1 Lucky Tor (t. and o.)....Lawson 4 7 5
10 to 1 Knight of the Grail (t. and o.) ....R. Day 4 8 0
14 to 1 Elton (t. and o.)....H. Leader 4 8 1
16 to 1 Deluse (t. and o.)....Digby 6 8 9
16 to 1 Caballero (t. and o.)....Wells 4 7 11
16 to 1 Pondicherry (t. and o.)....Hogg 4 7 11
16 to 1 Cordoniby (t. and o.)....S. Wootton 3 6 10
20 to 1 Six Wheeler (t. and o.)....Elsey 4 6 12
20 to 1 Golden Chalice (t. and o.) ....E. Darling 5 7 10
25 to 1 Guards' Parade (t. and o.) ....R. Day 4 8 0

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LONDON BETTING, Above Prices were also laid to-day by James J. Kelly, of "Kelly's Corner," Dublin. He is established fifty years, and pays by return, starting price or ante post bets, with Privacy. His Telegraphic Address is "GENEROUS, DUBLIN."—(Advt.)

OFFICIAL SCRATCHINGS.

ASCOT MEETING.

Alexandra Stakes—Green Flag.
Coronation Stakes—Barrack Law, Speaking Likeness.
Rous Memorial Stakes—Bourbon.
Hardwicke Stakes—Bourbon, Felstead, Speaking Likeness.
Ascot engagements—Westerham, Kentish Plover, Kastron, Petard, Sicilia.

GATWICK MEETING.

Dorking Welter Handicap—Monk's Match, Tosharoon.
Grabbet Plate—Vulcania.
Gatwick Summer Meeting engagements—Spear o' War.

MISCELLANEOUS.

Bishop Burton Stakes, Beverley—Last of the Lenos, Cassigrane.
Dondesborough Plate, Beverley—Hymen.
Chepstow, June engagements—Spear o' War.
All engagements—Algoa, King of Arms, and Filigrane filly (3 years) (dead).

GOWRAN PARK.

INTERESTING RACE FOR TETRATEMA CUP.

MANY FALLS.

A very successful revival of the Gowran Park Meeting took place yesterday, when there was a very large attendance on the well laid-out course with its picturesque surroundings.

Some heavy showers fell in the early hours of the day, but the afternoon cleared up fine, and interesting racing was witnessed under pleasant conditions.

The race for the Tetratema Cup aroused considerable local interest. Nine of the ten coloured on the card went to the start, and of these Miss Murdock's Melody IV., ridden by Mr. F. W. Wise, and Lady McCalmont's Dermish, the mount of Mr. M. Barry, were the popular fancies. The race proved a chapter of accidents, and at the second fence Dermish fell and brought down Heretic. Falls were frequent, and in the last mile only Tullabrin and Duchess of Pompoosh were left standing. There was a great race home between the pair, Duchess of Pompoosh wearing the other down to win by a length. Punster, remounted, finished third, and Melody IV. next.

Achates has disappointed her stable several times this season. She now made all the running to win the Park Maiden Hurdle Race from the locally trained candidates, Klein's Gift and Woodstown. Shrewd King, who has been running in England, cut up very badly in the Summer Hurdle Handicap, which was won from end to end by Good Thing. The winner is trained by Mr. J. Kirwan, who, later in the afternoon, won the Castle Flat Race with Carrick Lass and the County Plate with Jackflush.

Gold Chaser, who had won at Thurles on Monday, was much expected to win the Castle Plate, but after being in front at the entrance to the straight, faded out of the picture, and a fine race between Carrick Lass and Northern Dennes ended in favour of the former. Two of the four runners for the County Plate went the wrong course, and Jackflush easily beat Count O'Malley for the spoils. Bathtoi jumped better in the Goresbridge Handicap Chase than he has recently done, and in a good finish just beat the penalised Acting Master by half a length. Details:—

2.15—PARK PLATE of £50. A hurdle race for maidens. Weight for age, with penalties. 1¼ m.

Mr. W. O'Ryan's b. m. ACHATES, by Achtoi—Avril, 5, 11-10.....K. Lenehan 1
Mr. W. Mullins's KLEIN'S GIFT, 4, 10-9 ....P. Claxton 2
Mr. E. Crotty's WOODSTOWN, 5, 11-5 ....D. Kirwan 3
Mr. P. J. Hearne's Wild Nancy, 6, 11-2 ....Mr. F. Fitzgerald 0
Mr. D. Merrin's Master Dancer, a, 11-7 ....P. Moylan 0
Mr. J. P. Taaffe's Derry Beg, 5, 11-5 ....Joe Doyle 0
Mr. P. Corcoran's Princess Tag, 4, 10-9 ....T. McNeill 0
Mr. B. Gallagher's Tindle's Pride, 4, 10-9 ....J. Lynn, jun. 0

(Winner trained by H. Ussher.)

Betting—6 to 4 agst. ACHATES, 5 to 2 Woodstown, 6 to 1 each Princess Tag and Tindle's Pride, 100 to 8 Klein's Gift or any other.

Achates went on from Master Dancer, Woodstown and Wild Nancy, with Princess Tag last, until half a mile from home, when Achates was attended by Klein's Gift, Woodstown and Master Dancer, and retaining the lead, Achates won by four lengths; two lengths. Master Dancer was fourth and Derry Beg fifth.

2.45—SUMMER PLATE of £50. A handicap hurdle race. 2 m.

Mr. C. Blackmore's b. m. GOOD THING, by By George—Naughty Man, a, 11-10 ....D. Kirwan 1
Mr. J. E. O'Brien's BARNEY O'HEA, 6, 11-8 ....Owner 2
Mr. H. Hartigan's SHREWD KING, 5, 11-8 ....J. Canty 3
Mr. J. Harte's Calendio, 6, 11-4....P. Claxton 0

(Winner trained by J. Kirwan.)

Betting—Evens GOOD THING, 5 to 2 agst. Shrewd King, 3 to 1 Barney O'Hea, 100 to 8 Calendio.

Good Thing settled down from Barney O'Hea and Shrewd King, with Calendio a long way last, and maintaining this order throughout. Good Thing won easily by five lengths; thirty lengths. Calendio did not complete the course.

3.15—TETRATEMA CUP, value 100 sovs., presented by Major D. McCalmont, M.C., with 50 sovs. added, of which second will receive 6 sovs. and third 2 sovs. A steeplechase. Three miles and a half over natural course.

Mrs. J. E. O'Brien's ch. m. DUCHESS OF POMPOOSH, by Duke of Sparta II., dam by Baronite, a, 12-8 ....Mr. J. E. O'Brien 1
Mr. W. H. O'Brien's TULLABRIN, a, 12-3 ....H. Jellis 3
Miss O'Meara's PUNSTER, a, 12-8 ....Mr. F. Fitzgerald 2
Mr. C. Balding's Irongate, a, 12-8 ....P. Curran 3
Mr. C. Craigwell's Melody IV., 5, 12-0 ....Mr. Eustace Duckett 0
Mr. R. Gorey's Hayden's Pride, a, 12-8 ....Mr. F. Wise 0
Mr. John McEnery's Heretic, 6, 12-8 ....P. Claxton 0
Mrs. O'Keeffe's Princess May, a, 12-3 ....P. Gleeson 0
Lady H. McCalmont's Dernish, 5, 12-0 ....Mr. M. O'Keeffe 0
Miss C. Murdock's Melody IV., 5, 12-0 ....Mr. M. Barry 0
(Winner trained by Mr. O'Brien.)

Betting—2 to 1 agst. Melody IV., 3 to 1 Dernish, 5 to 1 DUCHESS OF POMPOOSH, 6 to 1 Hayden's Pride, 100 to 8 each Tullabrin, Punster or any other.

Dernish and Heretic fell after half a mile, and Hayden's Pride settled down in advance of Punster, Tullabrin and Duchess of Pompoosh, with Melody IV. next, and Princess May last. Irongate fell after a mile, and Princess May also came down. Punster fell a mile from home, but was remounted and went on in pursuit of Duchess of Pompoosh and Tullabrin, with Melody IV. next, and in a good finish Duchess of Pompoosh, holding Tullabrin at bay, won by one length; fifty lengths. Melody IV. was fourth.

4.0—CASTLE PLATE of £50. A handicap flat race. 1 m. 2 f.

Mr. John Kirwan's b. f. CARRICK LASS, by Friar's Melody—Princess Atholine, 3, 8-11 ....D. Claxton 1
Mr. J. F. Downey's NORTHERN DENNES, 5, 9-2 ....P. Fitzgerald 2
Lady Weigall's GOLD CHASER, 3, 9-0 (7lb. ex.) ....M. Barrett 3

(Winner trained by J. Kirwan.)

Betting—2 to 1 on Gold Chaser, 5 to 2 agst. Carrick Lass, 100 to 16 Northern Dennes.

Carrick Lass went on from Gold Chaser and Northern Dennes for half-way, when Gold Chaser was slightly in advance of Carrick Lass. Close home Gold Chaser weakened, and Carrick Lass, holding Northern Dennes at bay in a good finish, won by three-quarters of a length; six lengths.

4.30—GORESBRIDGE PLATE of £50. A handicap steeplechase. 2½ m.

Mr. T. J. Taaffe's br. g. BATHTOI, by Sandow—Llanette of Bath, 5, 11-6 ....Mr. T. Nugent 1
Mr. J. Barry's ACTING MASTER, a, 10-11 (inc. 7lb. ex.) ....Mr. J. E. O'Brien 2
Mr. J. F. Downey's DUNBELL, 6, 10-2 ....D. Claxton 3
Lady H. McCalmont's Tan Girl, 5, 11-4 ....Mr. M. Barry 0
Mr. T. G. Fletcher's Ultra Violet, 6, 10-12 ....Major Scott 0
Mr. P. Heffernan's Marlhill's Beauty, a, 10-2 ....M. Hogan 0
Miss M. Ballesty's Hoe, 4, 10-4....J. Lynn, jun. 0

Betting—5 to 2 agst. BATHTOI, 4 to 1 each Acting Master and Hoe, 5 to 1 Dunbell, 8 to 1 each Tan Girl and Ultra Violet, 100 to 8 Marlhill's Beauty.

Marlhill's Beauty went on from Bathtoi, Tan Girl, Ultra Violet, Dunbell, and Hoe, for half the journey, when Bathtoi and Marlhill's Beauty were leading from Tan Girl, Dunbell, and Hoe. Close home Acting Master challenged, but failed to get on terms with Bathtoi, who won by half a length; five lengths separated second and third. Tan Girl was fourth and Dunbell fifth.

5.0—COUNTY PLATE of £50. A flat race. Weight for age. Penalties and allowances. 1 m. 7 f.

Mr. John Kirwan's b. g. JACKFLUSH, by Jackdaw—Consilio, a, 12-12.....D. Kirwan 1
Mr. F. W. Wise's COUNT O'MALLEY, 5, 11-4 ....Owner 2
Mr. W. Murphy's Trossachs, 6, 11-9....C. Murphy 0
Mr. T. G. O'Brien's Bachelor's Maiden, 6, 11-4 ....Mr. J. E. O'Brien 0

(Winner trained by J. Kirwan.)

Betting—7 to 2 on JACKFLUSH, 4 to 1 agst. Count O'Malley, 100 to 8 any other.

Bachelor's Maiden led from Trossachs, Count O'Malley, and Jackflush for half-way, when Trossachs and Bachelor's Maiden went the wrong course. Jackflush then went on, followed by Count O'Malley, to win by eight lengths. Only two finished.

WORLD'S RECORDS AT BROOKLANDS.

On June 4th Messrs. H. R. Taylor and J. M. Waterman alternately riding a COVENTRY EAGLE and Sidecar broke the following World's Records in Class G:—4 hrs. 74.4 m.p.h., 5 hrs. 72.19 m.p.h., 6 hrs. 71.24 m.p.h., 500 kms. 72.15 m.p.h., using Wakefield CASTROL Motor Oil.—C. C. Wakefield and Co., Ltd., 16 Marlborough street, Dublin, and London, E.C.2.—(Advt.)

NEWBURY RESULTS.

2.0—WILTSHIRE SELLING HANDICAP of 200 sovs. 5 f.

Sir D. Broughton's b. h. PHEIDON, by Argos—Soldier's Daughter, 6, 9-0.....M. Beary 1
Miss Cooper's SMILE, 5, 7-5.....S. Magee 2
Mr. A. Bouthall's H2O, 5, 6-12.....H. Gunn 3

Also ran—Light Fantastic (H. Graves), Tully Wood (S. Donoghue), Exclamation (H. Wragg), Welsh Dame (E. Fox), Indian Ace (A. Burns), Amber Jack (F. Lane), Lissoms Lad (D. Butchers), Dinton (J. Dines), Vesington Hero (A. Wragg), Chilcombe (I. Martin), Marinero (L. Cordell), Orchard Hill (G. Richards), Wall of China (T. Barber), Golden Crystal (T. Lowrey), Missionary (G. Baines), Verdenella (G. Brown), Wrong Number (H. Smith), Leading Article (J. Simpson), Bladon (K. Robertson), Bird in the Bush (W. Alford), Virilia (H. Whitehouse), My David (W. Stephenson), Whyte Warbler (P. Nelson).

Off 2.7. (Winner trained by Farquharson, Tilshead.)

Betting—5 to 1 each agst. Welsh Dame and Smile, 6 to 1 Exclamation, 9 to 1 Orchard Hill, 10 to 1 PHEIDON, 100 to 6 My David, 20 to 1 each H2O, Vesington Hero and Virilia, 50 to 1 any other.

Won by a length and a half; two lengths between second and third. Wrong Number was fourth and Chilcombe last. Time—1 min. 2 2-5 secs.

Pheidon was bought in for 300 guineas; Bird in the Bush was sold to Mr. A. C. Saunders for 95 guineas; Chilcombe to Mrs. Crawford for 90 guineas and Amber Jack to Mr. Applin for 30 guineas.

2.30—ALL-AGED SELLING PLATE of 200 sovs. 6 f.

Mr. E. Martin's LADY ORKNEY F. by Hapsburg, 2, 6-0.....I. Martin 1
Mr. W. J. Gresson's I AM THE CAPTAIN, 4, 8-9 .....T. Rimell 2
Mr. H. E. Andrews's ELEGANT SUN, 5, 9-0 ....C. Richards 3

Also ran—Tetracaun (A. Wragg), Cornal (G. Baines), Handy Weapon (P. Donoghue), Leander (R. Dick), Chaunt Song (C. Ray), Sunny Story (T. Duffin), War Dance (H. Gunn), The Builder (J. Collins), Knave of Kildare (H. Parker), Blue Bottle (S. Donoghue).

Off 2.35. (Winner trained by Martin, Ogbourne.)

Betting—2 to 1 agst. Tetracaun, 3 to 1 LADY ORKNEY F., 5 to 1 I am the Captain, 100 to 8 Blue Bottle, 100 to 6 Chaunt Song, 20 to 1 any other.

Won by half a length; four lengths. Blue Bottle was fourth and Sunny Story last. Time—1 min. 15 2-5 secs.

The winner was retained at 600 guineas; The Builder was sold to Mr. J. Scott for 55 guineas.

3.10—NEWBURY SUMMER CUP. A Handicap Sweepstakes, with 1,000 sovs. added. 1 m.

Mr. D. M. Gant's b. h. KING'S OVEN, by Gay Crusader—Postbridge, 6, 7-11 .....J. Sirett 1
Mrs. F. K. Heriz's br. c. GIPSY KING, by Son-in-Law—Gipsy Queen, 5, 7-0.....T. Lowrey 2
Lord Carnarvon's br. f. MARA, by Alan Breck—Maranon, 4, 7-5 .....L. Cordell 3
Lady Curzon of Kedleston's Arctic Star, 5, 8-3 ....R. Perryman 0
Mr. W. M. G. Singer's Plantago, 4, 7-13 ....A. Wragg 0
Duke of Portland's Silex Major, 4, 7-9....F. Fox 0
Mr. H. C. Sulton's Silver Spoon, 4, 7-9 F. Lane 0
Mr. Sol Joel's Potocki, 4, 7-8.....S. Wragg 0
Mr. A. E. Berry's Law Suit, 4, 7-5 ....Gordon Richards 0
Lady Curzon of Kedleston's Idle Hour, 4, 7-5 ....A. Wragg 0
Col. H. A. Wernher's Pilferer, 4, 6-1...F. Sharpe 0

Off 3.11. (Winner trained by W. P. Lowe, Ilsley.)

DRAW FOR POSITION.

No. 1 (inside) Gipsy King; 2, Arctic Star; 3, Silver Spoon; 4, Silex Major; 5, Law Suit; 6, Mara; 7, King's Oven; 8, Potocki; 9, Idle Hour; 10, Pilferer; 11, Plantago.

Betting—Evens Plantago, 5 to 1 agst. KING'S OVEN, 6 to 1 Mara, 100 to 8 Silver Spoon, 100 to 7 each Gipsy King, Idle Hour and Pilferer, 200 to 6 Law Suit, 20 to 1 Arctic Star, 25 to 1 Potocki, 33 to 1 Silex Major.

THE RACE.

Silex Major, attended by Law Suit, led from Pilferer, Mara, Gipsy King, Silver Spoon, Potocki, and King's Oven, with Arctic Star in the rear. After going half a mile Pilferer moved up to Silex Major, clear of Law Suit and Gipsy King, with Plantago just in front of Arctic Star, who was still last. Pilferer raced in front just before the straight was reached, but was beaten soon afterwards, and Law Suit came on from Gipsy King, Mara, and Potocki. Gipsy King and Mara were together a quarter of a mile from the post, followed by Law Suit and King's Oven. King's Oven closed with Mara and Gipsy King, inside the distance, and gaining the lead, won in good style by a length; three-quarters of a length between second and third. Plantago was fourth, Silver Spoon fifth, Law Suit sixth, Idle Hour seventh Potocki eighth, Arctic Star ninth, and Silex Major last.

Time—2 mins. 27 2-5 secs.

3.45—BERKSHIRE FOAL PLATE of 1,000 sovs. 5 f.

Mr. De Mestre's b. f. SCOTFORD, by Stratford—Skein Dhu, 8-9 .....C. Ray 1
H.H. Aga Khan's HAKEM, 8-9 .....M. Beary 2
Mr. Sol Joel's PITLOCHRY, 8-4 .....T. Waugh 3

Also ran—Golden Earl (R. Dodsnon), Ellen (F. Fox), Argil f. (F. Lane), Owning (R. Jones), Ayleen c. (J. Collins), Ann Gudman (T. Bartlam), St. Hilary (S. Donoghue).

Off 3.46. (Winner trained by De Mestre, Winchester.)

Betting—2 to 1 agst. Hakem, 5 to 2 SCOTFORD, 3 to 1 Piperno, 10 to 1 Owning, 100 to 8 Ellen, 33 to 1 any other.

Won by half a length; a short head between second and third. Ann Gudman was fourth and Golden Earl last.

Time—1 min. 1 4-5 secs.

4.15—OGBOURNE HIGH-WEIGHT HANDICAP of 250 sovs. seven furlongs.

Sir H. Cunliffe-Owen's b. g. MOONTOY, by Achtoi—Mrs. Meldon, 4, 7-9.....S. Wragg 1
Mr. J. Read's SOLYMELUS, 5, 7-3....J. Caldwell 2
Mrs. F. Heriz's IMPROPRIETY, 4, 8-4 ....H. Jellis 3

Also ran—Rob (F. Lane), Niantic (M. Beary), Rainbow Bridge (F. Fox), Fiegere and Wykeham, 10 to 1 MOONTOY, 100 to 8 each Rob, Elcot, and Clear Cash, 100 to 6 each Solymelus and Rainbow Bridge, 25 to 1 any other.

Won by half a length; one length between the second and third. Clear Cash was fourth and Covent Garden last.

Time—1 minute 27 2-5 seconds.

4.45—APPRENTICES' PLATE of 200 sovs. 1 m.

Sir A. Butt's b. or br. f. IRISH SPINNER, by Irishman—First Spinner, 3, 6-4....K. Gethin 1
Mr. H. Cottrill's BUCKS BELLE, 3, 8-8 ....H. Parker 2
Lord Astor's TOP NOTE, 3, 8-7.....D. Rayson 3

Also ran—Helicon (G. Harman), Irish Lord (J. Martin), Lingotto (J. Simpson), Sublime Fire (G. Brown), Long Leave (J. Heyes), Yes Sir (B. Rook), Bridge of Hope (L. Treacy), Tertium Quid (R. Phillips), Dara Shukoh (E. McCormack), Petworth (J. Hall), Rock Babe (H. Whitehouse).

Off 4.47. Winner trained by S. Wootton, Epsom.

Betting—9 to 4 agst. IRISH SPINNER, 3 to 1 Bucks Belle, 5 to 1 Inangold, 8 to 1 Top Note, 10 to 1 Rock Babe, 100 to 6 Bridge of Hope, 20 to 1 any other.

Won by a length; two lengths divided second and third. Rock Babe was fourth and Yes Sir last. Time—1 minute 45 seconds.

SPORTING GOSSIP

Sirett's Lucky Escape.

After the field for the Ogbourne High-Weight Handicap had galloped about one and a half furlongs at Newbury yesterday Jack Sirett, who rode Monarchy, was suddenly shot into the air, and landed on the other side of the rails. His mount was badly cut about, but fortunately Sirett escaped injury. An inquiry into the circumstances of the fall of Monarchy will be held next Tuesday at Ascot.

Invershin and the Ascot Gold Cup.

The Press Association is informed that there is no foundation for the rumour that Invershin will not compete for the Gold Cup at Ascot next week if the going is hard. Mr. Reid Walker, the owner of Invershin, states that he hopes to see his horse repeat his last year's success in the Gold Cup, and does not anticipate any difficulty in respect of hard going.

Schoolboy Apprentice Jockey Wins.

Ian Martin, the schoolboy apprentice, rode his second winner, when winning the All-Aged Selling Plate at Newbury yesterday. The boy only registered his thirteenth birthday on the tenth of January last, but he had previously ridden a winner—namely, Eagle's Prey at Yarmouth last September. His father, E. Martin, the Ogbourne trainer, who was also a successful rider at the age of thirteen, purchased the Lady Orkney filly from Stanley Wootton specially as a mount for his son.

Trainer's Licence Withdrawn.

The *Racing Calendar* states that the Stewards of the Jockey Club have withdrawn Richard Morgan's licence to train.

SPECIAL SELECTIONS FOR TO-DAY.

Daily Mirror :—Double—Early Closing and Becasse.

Daily Sketch :—Double—Early Closing and Lochy.

GATWICK TO-DAY:

PROBABLE STARTERS AND BETTING.

STALACTITE'S CHANCE.

The week's racing closes on a quiet note at Gatwick in the South and Chepstow in the West. There is no event of outstanding importance at either meeting, and at Gatwick the chief event is the Three-Year-Old Handicap, worth three hundred sovs. There is another winning opportunity here for Bachelor's Date, who won earlier in the week, but he has his share of weight, and on this course weight is not easily given away. John Dory was only beaten by a short head when attempting to give 6lb. to Courtesy at Warwick last time out, and he looks well in with 8st. 11lb. Good sport will have to improve on recent form to have any chance here, but there are possibilities about Family Hope, who finished second to In the Gloaming at Yarmouth last month. Gallophant is useful, and June Belle showed up well enough when fourth to Courtesy at Manchester to have a reasonable each-way chance at these weights. The best proposition, however, may be Stalactite, who ran an excellent race when splitting Baldernock and Gareloch in the Thames Plate at Hurst Park, and I give him the vote.

After Scotford's Newbury victory, the Home-Bred Two-Year-Old Plate should be within the scope of Early Closing, who has previously shown his superiority to Scotford. Grazzia and Blue Hare are unlikely to compete, and although there may be danger from Manipulator and Pitlochry, the latter of which was beaten only a neck on this course last time out, I doubt if Early Closing will be beaten in this company.

Welter Handicap is an open affair over five furlongs, and although I hear that Brendoro is fancied I prefer to choose between Riverside and Tetranella, and select the latter.

Selections:—

Horley (S.) Plate—**Lawrenny Lass gelding.**
Tilgate (S.) Handicap—**Craigwell.**
Gatwick Three-Year-Old Handicap—**Stalactite.**
Home-Bred Two-Year-Old Plate—**Early Closing** (nap).
Dorking Welter Handicap—**Tetranella.**
Manor Welter Plate—**Becasse.**

2.0—HORLEY SELLING PLATE of 200 sovs. Two-year-olds. 5 f. st. lb.

IRISH MELODY C. (Mr. F. B. Barling) Barling 9 0
SWALLOW C. (Mr. G. Bates) .....Thrale 9 0
LADY GAY (Lieut.-Col. O. C. Clare) ..Allden 8 11
WATER MAIN (Mr. H. J. Delaforce) W. Nightingall 9 0
OPORTO (Col. B. C. Fairfax) .....J. Bell 8 11
ESSEX BEACON (Mr. P. Hands) ....Thrale 8 11
LOCHY (Mr. G. F. X. Hartigan) Mr. Hartigan 9 0
DESERT STORM (Mr. J. H. Keeling) Cramsie 9 0
VIVACIOUS (Mr. H. R. King) ...Leach, jun. 8 11
EDMUND KEAN (Mr. J. Kinney) ....Kilby 8 11
TRISSOTIN (Mr. V. P. Misa) .....V. Smyth 9 0
PARADISE PET (Mr. J. Nightingall) W. Nightingall 8 11
RAINDROP (Mrs. Hugh Peel) .....Poole 8 11
KING OF ARMS (Lord Queenborough) G. Bennett 8 11
PERPLEXITY (Mr. A. de Rothschild) H. Cannon 8 11
DESERT DREAM (Mr. M. O. Springfield) Tabor 8 11
LADY JEUNE F. (Mr. G. S. L. Whitelaw) Hammond 8 11
STERLING MAIDEN (Lieut.-Col. Wingfield) Pope 8 11
LAWRENNY LASS G. (Mr. S. Wootton) S. Wootton 8 11

Form.	Probable Starters and Jockeys.	Betting Forecast.
0	IRISH MELODY ..... Jelliss	5/1
000	WATER MAIN ..... Dick	100/8
002	LOCHY ..... G. Richards	9/2
110	DESERT STORM ..... P. Beasley	8/1
	TRISSOTIN ..... Winter	100/8
020	LADY GAY ..... Serby	10/1
022	ESSEX BEACON ..... H. Wragg	6/1
	VIVACIOUS ..... H. Leach	10/1
00	EDMUND KEAN ..... Cordell	100/8
4	PARADISE PET ..... Youngman	100/8
	RAINDROP ..... T. Barber	100/8
00	PERPLEXITY ..... Perryman	7/1
0	DESERT DREAM ..... Ermer	100/8
00	LADY JEUNE FILLY ..... J. Collins	10/1
	STERLING MAIDEN ..... R. Jones	100/1
001	LAWRENNY LASS G. ..... Marshall	6/4

2.30—TILGATE SELLING HANDICAP of 200 sovs. 6 f. Age st. lb.

TESTED (Mr. W. Scott) .....Killalee 5 9 7
BARKHAM SQUARE (Mr. Hamnond) Cundell 8 11
BERKELEY (Mr. Thorburn) .....Rintoul 6 13
YOUNG SPORT (Mrs. Waters) ..H. Smyth 4 8 12
FITAURARI (Ld. Lovat) .....Nightingall 4 8 12
BLUE BOTTLE (Miss Smith) .....Rhodes 3 8 11
PROBUS (Mr. M. Dollar) .....Thrale 4 8 11
BRIAR PATH (Mr. Hill) .....Hammond 4 8 9
BEN TROVATO (Miss Ellis) .....Gore 4 8 9
FILIBUSTER (Mr. S. Wootton) ...Owner 3 8 9
PINE BLUFF (Mr. A. Law) .....Law 4 8 7
PURE CARESS (Mrs. Brownlee) ..Butchers 4 8 7
GRANDBOW (Ld. Glanely) .....Hogg 4 8 7
PANDARUS (Col. Carruthers) F. J. Colling 4 8 6
SOME LIGHT (Mr. Cooper) .....Turner 3 8 5
SANS AVIS (Mr. Saunders) .....Owner 3 8 4
CRAIGWELL (Mrs. Hartigan) Cundell 3 7 7
TELAVIV (Mr. J. Pendarves) ....Owner 5 8 0
ISOLATION (Mr. P. Hands) .....Thrale 3 7 13
LOVE-KNOT (Capt. Hogg) .....Todd 3 7 9
GAY CAVALIER II. (Capt. Simson) C. Chapman 4 7 9
GLAN'S GIRL (Mr. Mayo) .....Young 3 7 9
DEAR HART (Mrs. Waugh) .....Cundell 3 7 7
NORMAN ARCHER (Mr. Gilbey) V. Smyth 4 7 2

Form.	Probable Starters and Jockeys.	Betting Forecast.
005	BERKELEY ..... J. Collins	4/1
043	YOUNG SPORT ..... Balch	6/1
032	FITAURARI ..... Dick	7/2
310	PROBUS ..... Marshall	7/1
204	FILIBUSTER ..... Field	9/1
000	PURE CARESS ..... D. Butchers	100/8
043	CRAIGWELL ..... G. Richards	11/4
000	TELAVIV ..... Serby	100/8
	GAY CAVALIER II. ..... C. Leach	100/8
000	NORMAN ARCHER ..... Lowrey	8/1
000	GLAN'S GIRL ..... Gilchrist	100/8

3.0—GATWICK THREE-YEAR-OLD HANDICAP of 300 sovs. 1 m. st. lb.

CHARNWOOD (Mr. Weeden) .....Moreton 9 7
HAZRAT (Mr. C. Wadia) .....Moloney 9 0
YELLOW ORIEL (Sir H. Meux) .....Persse 8 10
K.G. (Ld. Portman) .....Farquharson 8 10
BACHELOR'S DATE (Col. Carthew) ..Wootton 8 10
KEAN (Mr. J. de Rothschild) .....Pratt 8 8
ROI DE SABA (Sir F. Newson) .....Darling 8 8
GAY VISTA (Ld. Beatty) .....Beatty 8 4
GALLOPHANT (Mr. F. Hartigan) ...Owner 8 4
GOLDEN GAUNTLET (Mr. Davis) ....Thrale 8 4
STALACTITE (Mr. Anson) .....Nightingall 8 4
BEROADACH (Mr. Froome) .....Tabor 8 1
JOHN DORY (Mr. F. Darling) .....Owner 8 1
PERSIAN SUN (Mr. R. Day) .....R. Day 8 0
FORTUNE (Mr. Gwynne) .....C. Pigott 8 0
LOUNGE LIZARD (Ld. Lovat) ....Nightingall 7 11
WIRE-WORK (Sir W. Gilbey) .....T. Cannon 7 11
GOOD SPORT (Ld. Glanely) .....Hogg 7 9
TOXOPHIA (Maj. Cazalet) .....Gore 7 9
JUNE BELLE (Mr. Miller) .....Dale 7 9
BEN BAWN (Mr. Sharples) .....Rochfort 7 9
FAMILY HOPE (Sir R. Garton) ....Walters 7 8
VEILED LADY (Mrs. Drummond) ....Cundell 7 7
FERRYSIDE (Mr. J. R. Anthony) ...Owner 7 5
ORCELLA (Mr. Esmond) .....J. Jarvis 7 4
HOPEWELL, ch. f., by Puttenden—Affirmative (Mr. W. Ashe), 8-3 (Owner).....G. Wallis.
OROTAVA, ch. f., by White Eagle—Orofast (Mr. H. S. Gill), 8-3 (Geraghty)...D. Ward.
FULFILMENT (Mrs. Arthur James) Frank Butters 8 1
HARPALYCE F. (Mr. T. Lant) .....Macnee 8 1
GENTILITY (Sir H. Meux) .....Persse 8 1
PREFERENCE F. (Ld. Rosemore) ...R. Day 8 1
DEVIL-MAY-CARE (Mr. A. Sadler, jun.) A. Sadler 8 1
MATUTA F. (Mr. H. Smyth) .....H. Smyth 8 1
GOLDEN HERITAGE (Mrs. S. Whitburn) Cottrill 8 1
BAG O' TRICKS (Lt.-Col. O. Clare) Allden 8 1
SEA HUSSAR (Mr. Jesse Brown) ....Carslake 7 13
RACKSTRAW (Sir Edward Curre) .....Read 7 13
STINGO (Mr. D. M. Gant) .....P. Lowe 7 13
SKYLO (Ld. Glanely) .....Hogg 7 13
PRISCILLA ANN (Mr. Harris) M. Hartigan 7 13
IKHNATON (Ld. D'Abernon) .....Beatty 7 13
MANIPULATOR (Major A. Molony)...Molony 7 13
SWEET NOTHINGS (Mr. G. Tabor) ...Tabor 7 13
ANGLIAN QUEEN F. (

YACHTING.

KINGSTOWN REGATTA.

CONCLUDING DAY.

ROYAL ST. GEORGE YACHT CLUB.

A memorable Kingstown regatta concluded yesterday, when the Royal St. George Yacht Club Day came to an end. Every one of us is prone to sentiment at times, but no one need be ashamed of showing a softness of heart over this really successful revival of an old-world fixture and the manner in which it was carried through by the two clubs which backed it when it seemed to be dead for ever.

Time was when each of the two leading Kingstown yacht clubs, the Royal St. George and the Royal Irish, took over the fixture entirely to itself. There was "the George year" and "the Irish year," and they vied with each other in giving the best and highest class of sport when the regatta fixture came their way in alternate years.

Now they have held it jointly and with a joint Sailing Committee, but with this difference: that each club took a day, and the trusts that the principle, or precendent, established will be followed in future years. There is certainly much to recommend the idea.

It was the luck of things that the fortunes of the clubs were utterly different as far as the weather was concerned. There was literally "no wind" for the R.I.Y.C. day, and there was too much of it for the R.St.G.Y.C. day, which was yesterday.

Grand sailing weather, no doubt, but a little on the over-strenuous side. Yet it passed off without serious accident due to the weather. That remark is made with full knowledge of the injury to Cambria's mast. The upper portion of this—the portion which would correspond in the old days to the topsail yard—carried away when the yacht was reaching from the Kish to the Rosbeg buoy. The accident has crippled her for a week, if not more. And yet can the weather be blamed? Is it not one of the initial risks of the Marconi mast? Is it not almost to be expected and always to be feared?

Then there was the incident in which Lulworth's spinnaker halliard burst and let let the huge sail into the water, and the minor one still of White Heather II, fouling a mark when sailing the gamest race possible. What we want to come at is that it was coincidence more than anything else which reduced the starters in the race of the big cutters from five at the beginning to a couple at the close—"the luck of the game" in fact.

To-day the harbour which yesterday looked crowded will appear almost empty. There is nothing the eye misses more than the lofty spars of the big cutters. Lulworth left yesterday afternoon, and so did White Heather afterwards. Next Cambria was missing, having gone in quest of a new masthead.

As this is written only Shamrock and Astra remain. But even if they also have gone by to-day the memory of their visit will survive, and we think we speak for the multitude when we say that it is the earnest hope of Irish yachtsmen that next year will see another Kingstown Regatta, run jointly by the two great local yacht clubs, and with the big cutters, our guests this week, competing again at it.

MATCH FOR YACHTS OVER 21 METRES. Prizes £80 and £30. Course 46 miles. Start 11 o'clock.

Astra, Berm. cutter, 23.8 metres—Sir Mortimer Singer, K.B.E.

Shamrock, cutter, 24.7 metres—Sir Thomas Lipton, Bart., K.C.V.O.

Cambria, cutter, 23.8 metres—Sir William Berry, Bart.

Lulworth, cutter, 24.7 metres—Mr. A. A. Paton, C.B.

White Heather II., 24.5 metres—Lord Waring.

Time allowances—Shamrock and Lulworth allow White Heather II. 1 min. 52 secs., and Astra and Cambria 6 mins. 8 secs. each.

A dull morning, with an overcast sky, was atoned for by the fresh S.W. breeze which was blowing, a wind which might harden, but was not likely to fall. The conditions, in fact, were very different from those of the day before, and there was more than a glint of sunshine about.

The five yachts were early off their moorings. Some there were ashore who were wondering whether there would be a reduction of canvas. But no, they carried all the canvas they could, and showed themselves stiff ships, despite its superficial area.

When the code flag of their race was hoisted (ten minutes before the start) all five were to leeward of their line, which, by the way, was a skew one on this occasion, due to the drift of the tide. It was only at the preparatory gun that they showed signs of returning. Their plan apparently was to come up, swing round the flag boat, and get away at once. At "15 seconds to go" Shamrock was reaching in along the line, the others close up. At "five seconds to go" they were almost on it. At the starting gun they burst through in a rousing start. To time it would be impossible. Shamrock was the leader, Cambria next, then Astra and White Heather II., while Lulworth was 44 seconds behind in actual timing.

A broad reach fetched the first mark, The Muglins. Here, as they came round it, they were timed:—

	H. M. S.
Shamrock	11 10 13
Astra	11 10 32
White Heathre II.	11 12 14
Cambria	11 12 26
Lulworth	11 12 33

Very soon they found the wind more southerly, and spinnakers were set out to starboard as they layed the Kish ahead. They had not been sailing more than five minutes when something was seen to be wrong with Lulworth. Her spinnaker fell off her; she came up into the wind, and she hung there. What was wrong was not clear. Next topsail came off, and, under easy sail, she returned to harbour. Actually what had happened was the parting of her spinnaker halliards, the big sail coming down by the run into the water. Some say it got under her forefoot. But for the time she was a cripple, and there was nothing for it but to give up.

The others made short work of the leg out to the "ship." Here there was a gybe, and the timing was:—

	H. M. S.
Shamrock	11 47 35
White Heather II.	11 49 57
Astra	11 50 50
Cambria	11 57 3

The Rosbeg was made on a reach—apparently a close reach. When less than one-third of the distance had been sailed it was seen that Cambria was in trouble—serious trouble—one-third of her Marconi mast having been carried away, the breakage being at the upper set of her double cross-trees.

The race was thus reduced to three boats, and the leader, Shamrock, made the Rosbeg in 12 hours 40 mins. 0 secs., she being timed 2 mins. 25 secs. ahead of White Heather II., and 4 mins 15 secs. ahead of Astra. They came on a wind at this point, but it was not a difficult beat across the bay. Short tacking was the rule, and Astra came out well on it, she being second at the close of the round of 27 miles. The timing at this stage was:—

	H. M. S.
Shamrock	1 2 48
Astra	1 5 17
White Heather II.	1 5 43

The second round held no thrills. White Heather II., as was only proper, was again in second berth at the close. The beat from the Rosbeg this time was nearly a long and short leg, but both were being broken off as they closed with the mark. The timing at the end of 54 miles sailed was:—

	H. M. S.
Shamrock	2 45 34
White Heather	2 48 4
Astra	2 49 23

A squall had been looming up in the windward sky as they were entering the final round. It burst over them as they laid the Muglins ahead for the last time. The first to feel it was Shamrock, and she heeled over to it until her lee rail was deeply awash and white with foam, showing, at the same time, a wide expanse of her underwater body. Then White Heather lay down also, with her mast at an angle of 30 degrees. Next it was Astra's turn, and she gave the idea of being a stiffer ship. But she also did "some heeling." The worst puff, however, which Shamrock met was when she was about halfway to the mark. This time she went nearly flat, and was just a bit out of hand—to the eye at least.

Next the third victim in the race turned up in White Heather. She fouled the Muglins mark—that is, touched it—and retired, of course.

Only Shamrock and Astra, therefore, were left to finish the course. This time they did not go out to the Kish, but went straight to the South Burford—it was a run to this mark—and reached then free to the North Burford, and, by the way, the breeze was lighter along the bank. On then to the Rosbeg, where they came on a wind for home—and the finish. The issue was very open at this stage. It was a very nice question up to the end, indeed, as to whether Astra would, or would not, "save her time." She failed to do so, but only by 11 seconds net, the finish being timed—

	H. M. S.
Shamrock (winner)	4 0 52
Astra (2nd prize)	4 7 11

Both yachts were heartily cheered from the Pier when they came in after finishing, and responded to the ovation by a lifting of caps.

HANDICAP FOR YACHTS OVER 15 AND NOT EXCEEDING 35 TONS, T.M. Winner, the Vice-Commodore's Cup; second, £6. Course 25 miles. 1 o'clock. Finish:—

	H. M. S.
Lady Edith—Mr. J. Good (scr.)	4 32 40
Mavourneen (2nd prize)—Mr. F. St. J. Worrall (5m.)	4 34 6
Rose (winner)—Mr. W. Wybrants (7m.)	4 35 16
Kismet—Mr. H. B. O'Hanlon (6m.)	4 44 36

HANDICAP FOR YACHTS OVER 5 AND NOT EXCEEDING 15 TONS, T.M. Prizes, £10 and £5. Start 2 o'clock. Finish:—

	H. M. S.
Espanola (winner)—Mr. H. M. Wright (10m.)	5 50 52
Nirvana (2nd prize)—Mr. A. W. Mooney (21m.)	6 14 10
Sheevra—Colonel and Major Pery-Knox-Gore (scr.)	Wrong course.
Mavis—Mr. J. B. Kearney (15m.)	Gave up.

MATCH FOR 25-FOOTERS. Prizes, £5 and £3. Start 2.30. Finish:

	H. M. S.
Punctilio (winner)—Messrs. Newsom and Stephens	4 41 41
Fodhla (2nd prize)—Mr. W. M. Curtis	4 44 38
Alana—Mr. H. J. Brown	4 44 55
Concha—Mr. E. G. Peake	4 45 47

MATCH FOR 21-FOOTERS. Winner, £4. Start 3 o'clock. Finish.

	H. M. S.
Garavoge (winner)—Mr. L. Gower	5 48 33
Geraldine—Mr. W. McDowell	Gave up.
Oola—Mr. F. E. Bermingham	Gave up.

HANDICAP FOR YACHTS NOT EXCEEDING 5 TONS, T.M. Prizes, £3, £1 10s., 15s. Start 3.15 p.m. Finish:—

	H. M. S
Bonita (winner)—Messrs. Hartnell and McGoogan (1m.)	6 16 25
Mercia III. (3rd prize)—Mr. W. J. Smalldridge (2m.)	6 30 3
Eileen (2nd prize)—Mr. J. A. Magauran (21m.)	6 44 34
Venture—Mr. W. R. Carson (10m.)	6 53 10
Sheila I.—Mr. D. J. O'Sullivan (12m.)	7 4 0
Magdalene—Mr. W. G. Jameson (scr.)	—
Alathea—Mr. J. Kelly (4m.)	—

MATCH FOR H.S.C. AND D.B.S.C. 17-FOOTERS. Prizes, £3, £2, and £1. Start 3.30 p.m. Finish:—

	H. M. S.
Echo (winner)—Mr. R. Hall	5 15 5
Leila (2nd prize)—Mr. W. MacBride	5 16 25
Bobolink (3rd prize)—Mr. R. N. Guinness	5 18 24
Pauline—Mr. G. F. Rae	5 18 59
Zaida—Dr. H. H. Poole	5 20 15
Anita—Mr. D. Keatinge	5 27 50
Hera—Mr. G. E. Nesbitt	gave up
Deilginis—Capt. O'Brien-Twohig	gave up

HANDICAP FOR CLONTARF Y. AND B.C. BOATS. Prizes, £2 10s.; £1 5s., and 15s. Start 3.45 p.m. Finish:—

	H. M. S.
Falcon (2nd prize)—Messrs. Paine and Hutchinson (h'cap. 3 m.)	5 45 15
May Mischief (winner)—Mr. J. Rickard (4 m.)	5 45 48
Finola (3rd prize)—Mr. J. Tancred (11 m.)	6 6 0

MATCH FOR YACHTS NOT EXCEEDING 21 METRES. Prizes £80 and £30. Course 46 miles. Start 11 o'clock.

Astra, Berm. cutter, 23.8 metres—Sir Mortimer Singer, K.B.E.

Shamrock, cutter, 24.7 metres—Sir Thomas Lipton, Bart., K.C.V.O.

Cambria, cutter, 23.8 metres—Sir William Berry, Bart.

Lulworth, cutter, 24.7 metres—Mr. A. A. Paton, C.B.

White Heather II., 24.5 metres—Lord Waring.

Time allowances—Shamrock and Lulworth allow White Heather II. 1 min. 52 secs., and Astra and Cambria 6 mins. 8 secs. each.

A dull morning, with an overcast sky, was atoned for by the fresh S.W. breeze which was blowing, a wind which might harden, but was not likely to fall. The conditions, in fact, were very different from those of the day before, and there was more than a glint of sunshine about.

The five yachts were early off their moorings. Some there were ashore who were wondering whether there would be a reduction of canvas. But no, they carried all the canvas they could, and showed themselves stiff ships, despite its superficial area.

When the code flag of their race was hoisted (ten minutes before the start) all five were to leeward of their line, which, by the way, was a skew one on this occasion, due to the drift of the tide. It was only at the preparatory gun that they showed signs of returning. Their plan apparently was to come up, swing round the flag boat, and get away at once. At "15 seconds to go" Shamrock was reaching in along the line, the others close up. At "five seconds to go" they were almost on it. At the starting gun they burst through in a rousing start. To time it would be impossible. Shamrock was the leader, Cambria next, then Astra and White Heather II., while Lulworth was 44 seconds behind in actual timing.

A broad reach fetched the first mark, The Muglins. Here, as they came round it, they were timed:—

	H. M. S.
Shamrock	11 10 13
Astra	11 10 32
White Heathre II.	11 12 14
Cambria	11 12 26
Lulworth	11 12 33

Very soon they found the wind more southerly, and spinnakers were set out to starboard as they layed the Kish ahead. They had not been sailing more than five minutes when something was seen to be wrong with Lulworth. Her spinnaker fell off her; she came up into the wind, and she hung there. What was wrong was not clear. Next topsail came off, and, under easy sail, she returned to harbour. Actually what had happened was the parting of her spinnaker halliards, the big sail coming down by the run into the water. Some say it got under her forefoot. But for the time she was a cripple, and there was nothing for it but to give up.

The others made short work of the leg out to the "ship." Here there was a gybe, and the timing was:—

	H. M. S.
Shamrock	11 47 35
White Heather II.	11 49 57
Astra	11 50 50
Cambria	11 57 3

The Rosbeg was made on a reach—apparently a close reach. When less than one-third of the distance had been sailed it was seen that Cambria was in trouble—serious trouble—one-third of her Marconi mast having been carried away, the breakage being at the upper set of her double cross-trees.

The race was thus reduced to three boats, and the leader, Shamrock, made the Rosbeg in 12 hours 40 mins. 0 secs., she being timed 2 mins. 25 secs. ahead of White Heather II., and 4 mins 15 secs. ahead of Astra. They came on a wind at this point, but it was not a difficult beat across the bay. Short tacking was the rule, and Astra came out well on it, she being second at the close of the round of 27 miles. The timing at this stage was:—

	H. M. S.
Shamrock	1 2 48
Astra	1 5 17
White Heather II.	1 5 43

The second round held no thrills. White Heather II., as was only proper, was again in second berth at the close. The beat from the Rosbeg this time was nearly a long and short leg, but both were being broken off as they closed with the mark. The timing at the end of 54 miles sailed was:—

	H. M. S.
Shamrock	2 45 34
White Heather	2 48 4
Astra	2 49 23

A squall had been looming up in the windward sky as they were entering the final round. It burst over them as they laid the Muglins ahead for the last time. The first to feel it was Shamrock, and she heeled over to it until her lee rail was deeply awash and white with foam, showing, at the same time, a wide expanse of her underwater body. Then White Heather lay down also, with her mast at an angle of 30 degrees. Next it was Astra's turn, and she gave the idea of being a stiffer ship. But she also did "some heeling." The worst puff, however, which Shamrock met was when she was about halfway to the mark. This time she went nearly flat, and was just a bit out of hand—to the eye at least.

Next the third victim in the race turned up in White Heather. She fouled the Muglins mark—that is, touched it—and retired, of course.

Only Shamrock and Astra, therefore, were left to finish the course. This time they did not go out to the Kish, but went straight to the South Burford—it was a run to this mark—and reached then free to the North Burford, and, by the way, the breeze was lighter along the bank. On then to the Rosbeg, where they came on a wind for home—and the finish. The issue was very open at this stage. It was a very nice question up to the end, indeed, as to whether Astra would, or would not, "save her time." She failed to do so, but only by 11 seconds net, the finish being timed—

	H. M. S.
Shamrock (winner)	4 0 52
Astra (2nd prize)	4 7 11

Both yachts were heartily cheered from the Pier when they came in after finishing, and responded to the ovation by a lifting of caps.

HANDICAP FOR YACHTS OVER 15 AND NOT EXCEEDING 35 TONS, T.M. Winner, the Vice-Commodore's Cup; second, £6. Course 25 miles. 1 o'clock. Finish:—

	H. M. S.
Lady Edith—Mr. J. Good (scr.)	4 32 40
Mavourneen (2nd prize)—Mr. F. St. J. Worrall (5m.)	4 34 6
Rose (winner)—Mr. W. Wybrants (7m.)	4 35 16
Kismet—Mr. H. B. O'Hanlon (6m.)	4 44 36

HANDICAP FOR YACHTS OVER 5 AND NOT EXCEEDING 15 TONS, T.M. Prizes, £10 and £5. Start 2 o'clock. Finish:—

	H. M. S.
Espanola (winner)—Mr. H. M. Wright (10m.)	5 50 52
Nirvana (2nd prize)—Mr. A. W. Mooney (21m.)	6 14 10
Sheevra—Colonel and Major Pery-Knox-Gore (scr.)	Wrong course.
Mavis—Mr. J. B. Kearney (15m.)	Gave up.

MATCH FOR 25-FOOTERS. Prizes, £5 and £3. Start 2.30. Finish:

	H. M. S.
Punctilio (winner)—Messrs. Newsom and Stephens	4 41 41
Fodhla (2nd prize)—Mr. W. M. Curtis	4 44 38
Alana—Mr. H. J. Brown	4 44 55
Concha—Mr. E. G. Peake	4 45 47

MATCH FOR 21-FOOTERS. Winner, £4. Start 3 o'clock. Finish.

	H. M. S.
Garavoge (winner)—Mr. L. Gower	5 48 33
Geraldine—Mr. W. McDowell	Gave up.
Oola—Mr. F. E. Bermingham	Gave up.

HANDICAP FOR YACHTS NOT EXCEEDING 5 TONS, T.M. Prizes, £3, £1 10s., 15s. Start 3.15 p.m. Finish:—

	H. M. S
Bonita (winner)—Messrs. Hartnell and McGoogan (1m.)	6 16 25
Mercia III. (3rd prize)—Mr. W. J. Smalldridge (2m.)	6 30 3
Eileen (2nd prize)—Mr. J. A. Magauran (21m.)	6 44 34
Venture—Mr. W. R. Carson (10m.)	6 53 10
Sheila I.—Mr. D. J. O'Sullivan (12m.)	7 4 0
Magdalene—Mr. W. G. Jameson (scr.)	—
Alathea—Mr. J. Kelly (4m.)	—

MATCH FOR H.S.C. AND D.B.S.C. 17-FOOTERS. Prizes, £3, £2, and £1. Start 3.30 p.m. Finish:—

	H. M. S.
Echo (winner)—Mr. R. Hall	5 15 5
Leila (2nd prize)—Mr. W. MacBride	5 16 25
Bobolink (3rd prize)—Mr. R. N. Guinness	5 18 24
Pauline—Mr. G. F. Rae	5 18 59
Zaida—Dr. H. H. Poole	5 20 15
Anita—Mr. D. Keatinge	5 27 50
Hera—Mr. G. E. Nesbitt	gave up
Deilginis—Capt. O'Brien-Twohig	gave up

HANDICAP FOR CLONTARF Y. AND B.C. BOATS. Prizes, £2 10s.; £1 5s., and 15s. Start 3.45 p.m. Finish:—

	H. M. S.
Falcon (2nd prize)—Messrs. Paine and Hutchinson (h'cap. 3 m.)	5 45 15
May Mischief (winner)—Mr. J. Rickard (4 m.)	5 45 48
Finola (3rd prize)—Mr. J. Tancred (11 m.)	6 6 0
Seabird—Messrs. Tucker and McMorrogh (3 m.)	6 12 35
Iris—Mr. K. Gibson (8 m.)	gave up
Sunshine—Mr. C. M. Sargent (scr.)	gave up

MATCH FOR WATER WAGS. Prizes, £2 and £1. Start 4 o'clock. Finish:—

	H. M. S.
Blue Bird (winner)—Dr. G. Pugin Meldon	4 54 50
Amyl (2nd prize)—Mr. G. Shackleton	4 55 40
Barbara—Dr. J. T. Wigham	4 58 20
Mollie—Mr. A. E. Snow	gave up

MATCH FOR SEAPOINT DINGHIES. Prizes, £3 and £1. Start 4.15 p.m. Finish:—

	H. M. S.
Kittiwake (winner) — Mr. A. McGoogan	5 0 32
Cormorant (2nd prize)—Dr. H. J. Wright	5 0 50
Ibis—Mr. J. Wallace	5 1 25
Curlew—Messrs. Felton and Kelly	gave up

ROYAL NORFOLK AND SUFFOLK YACHT CLUB.

BIG CLASS RACE ABANDONED.

The wind, which was North-Easterly, blew heavily throughout Wednesday night and yesterday, when the Royal Norfolk and Suffolk Club's regatta was resumed. The conditions were such that none of the owners in the International 19-Metres Class thought it advisable to start. The race, for which six boats were entered, was, accordingly, abandoned.

It was the intention of the boats to proceed to Burnhamoverough, where they are due to race under the auspices of the Royal Corinthian Yacht Club on the Crouch to-morrow, as soon as the conditions were favourable enough. At 6 o'clock last night they were still weatherbound at Lowestoft.

A number of events for the local classes were, however, sailed. In the match for the Broads One-Design Class, in which there were thirteen starters, the Pioneer boats were:—Mr. E. M. Corbett's Teal (sailed by Mr. F. W. Hodges), Mr. G. Palgrave Borwin's Lapwing (sailed by Mr. H. R. Rogers and Mr. R. J. Mays Dunlin).

There were five competitors in the match for the International 14ft. Dinghy Class, which was won by Sir John Dodd Beale's Windrush, his son's (Mr. J. A. F. Beale) Vanda being second, and his daughters' (the Misses M. E. and A. W. Beale) Vigorous third.

ROWING.

DUBLIN UNIVERSITY REGATTA.

TO-DAY'S PROGRAMME.

The Dublin University Regatta commences to-day at Island Bridge, and will be concluded to-morrow. To-day's programme is as follows:—

12. 0—ISLAND BRIDGE CUP (Maiden Fours).—Heat A—University College, Dublin, v. D.U.B.C.

12.20—TOWERS CUP (Maiden Eights).—Heat A—Waterford v. Neptune.

1. 0—ISLAND BRIDGE CUP.—Heat B—Dolphin v. Belfast.

1.20—LADY ELIZABETH CUP (Second Senior Fours)—Heat A—Drogheda v. D.U.B.C.

1.40—TOWERS CUP.—Heat B—D.U.B.C. "B" v. D.U.B.C. "A."

2. 0—ISLAND BRIDGE CUP.—Heat D—Dublin R.C. v. Drogheda.

2.20—CHAPELIZOD CUP (Junior Fours).—Heat A—D.U.B.C. "A" v. Dundalk.

2.40—TOWERS CUP.—Heat D—Dolphin v. Commercial.

3. 0—CHAPELIZOD CUP.—Heat C—Dublin R.C. v. D.U.B.C. "B."

3.20—ISLAND BRIDGE CUP.—Heat C—Neptune v. Waterford.

3.40—SCHOOLS' CUP.—Heat B—Wesley College "B" v. Wesley College "A."

4. 0—ISLAND BRIDGE CUP.—Heat E—Winner of Heat A v. Winner of Heat D.

4.20—PHŒNIX CUP (Junior Sculls).—Heat A—Dublin R.C. v. D.U.B.C. "A."

4.40—ISLAND BRIDGE CUP.—Heat F—Winner of Heat B v. Winner of Heat C.

5.20—SCHOOLS' CUP.—Heat A—St. Andrew's College v. St. Stephen's Green School.

5.40—CHAPELIZOD CUP.—Heat B—Winner of Heat A v. Neptune.

6. 0—TOWERS CUP.—Heat C—Winner of Heat A v. Winner of Heat B.

WITHDRAWALS.

We have received the following from Mr. T. Kevin Mallen, captain of Dublin Rowing Club:—"Dublin Rowing Club, Islandbridge, 13th June, 1929.—At a committee meeting of the above club to-night it was decided to scratch the five crews entered for D.U.B.C. Regatta.—T. Kevin Mallen, captain, Dublin Rowing Club."

Mr. W. J. Wall, Hon. Treasurer, Commercial Rowing Club, writes:—"Commercial Rowing Club, Ringsend. — At a committee meeting of the above club to-night 13th inst.) it was decided to withdraw the crew entered for the D.U.B.C. Regatta on the 14th inst.—W. J. Wall, Hon Treasurer."

SWIMMING.

CLUB NOTICES.

CLONTARF.

Ladies' Section.—The club is open for the season. Members and intending members should note.

SANDYCOVE.

100 Metres Men's Handicap—1st, C. P. Kenna (6); 2nd, G. H. Horlacher (14); 3rd, W. J. McCormick (14). Time—82 secs.

Polo practice at Blackrock on Wednesday next at 6.45 sharp. Members desirous of obtaining their places on senior and junior teams are requested to be present.

PEMBROKE.

Ladies' Section.—This evening at Blackrock Baths at 6 o'clock—50 Metres Handicap, seniors and juniors. Also trials for new members. On Tuesday evening next at 6 o'clock squadron trials to pick two teams. All members are requested to turn out. 50 Metres Scratch Race (seniors and juniors)—1, Miss S. Sherlock; 2, Miss Morgan-Byrne; 3, Miss M. Armstrong. Time—38 secs. 50 Metres Scratch Race (new members)—1, Miss Adderley; 2, Miss E. Kwan; 3, Miss Patricia Thompson. Time—52 secs.

GOLF.

AMATEUR CHAMPION BEATEN.

THE PROBLEM OF THE SLOW PLAYER.

The defeat of Phillip Perkins, the holder, was the outstanding event at the Amateur Championship, which, on the Royal St. George's links, Sandwich, was carried through the fourth and fifth stages yesterday.

During his second round match on Wednesday Perkins was considerably disturbed by the request of A. J. Evans, of the Royal St. George's Club, who was in the following match, to be allowed to go through owing to the champion and his opponent being a hole behind the couple ahead. Perkins thought the request was not justified, and declined. In the club-house afterwards, it was officially suggested to him that he might play quicker.

These incidents did much to upset his generally placid temperament, and something of a climax was reached when, on preparing to start in his fourth round match with Andrew McNair, he received an official intimation that he must wear a competitor's badge. The cumulative effect was that Perkins played far below his form, missed many little putts, and was defeated at the home hole.

There was a sharp division of opinion amongst the golfers at Sandwich over the incidents in which Perkins seemed to be quite innocently involved. There was, however, general unanimity that if official action is to be taken over slow play the appropriate time most certainly is not at a championship, nor the individual to be marked out for some form of reproof the man who is defending his title.

As a mere matter of comparison with the pace of Perkins, the Hon. Michael Scott and R. B. Bayliss were five holes behind the couple in front of them.

The result of yesterday's play was that John Dawson, the American, substantially strengthened the opinion of his chances. Cyril Tolley was in brilliant form, and others to play well were E. R. Tipple, who distinguished himself in a recent boys' championship, and J. Nelson Smith.

It was a delightful day for golf, and the Prince of Wales again took a keen interest in the play. He followed the match between Cyril Tolley and R. H. Oppenheimer in the early part of the day.

The last representative of an Irish Club, D. E. Soulby (Fort William), was defeated in the fourth round by T. Thirsk, a fine young player from Bridlington, who won by one hole. On the outward half both took some time to settle down to the conditions. A very high wind was blowing for the first time during the week. Soulby holed the fifth and sixth with two splendid 3's and gained a lead of one. He went further ahead at the seventh, where Thirsk was trapped in a deep bunker, but following a halved eighth Soulby's lead vanished, and after he had failed in trouble at the ninth he took three putts at the tenth, and the match was square. Two halves followed, and then Thirsk took the thirteenth and fourteenth with two good 4's, Soulby finding the canal at the latter hole. He reduced the deficit at the fifteenth, and following a halved sixteenth Soulby secured a fine 4 at the seventeenth to keep the match alive. At the home hole he lost all chance of victory by being bunkered from the tee, and could only obtain a half in five.

FOURTH ROUND.

Rex Hartley (Sunningdale) beat J. Beddard (South Staffs), 1 up.

Robert T. Harris (Royal and Ancient) beat Hon. Osmund Scott (Royal St. George's) 6 and 4.

T. Thirsk (Bridlington) beat **Donald Soulby** (Fortwilliam), 1 up.

E. E. Tipple (Langley Park) beat J. Paine (St. George's Hill), at 22nd.

Cyril Tolley (Rye) beat R. Oppenheimer (Royal and Ancient), 5 and 4.

R. Baugh (Oxford University) beat Joshua Crane (U.S.A.), 3 and 2.

Major Thorburn (Royal and Ancient) beat A. Aitken (Royal and Ancient), at 19th.

R. Struker (Wilton Heath) beat Dr. William Tweddell (Stourbridge), 1 up

John Dawson (U.S.A.) beat E. Kyle (Selangor), 5 and 4.

S. McKinlay (Alexandria) beat C. Johnstone (Calcutta), at 19th

Andrew McNair, jun. (East Renfrewshire) beat T. Perkins (Castle Bromwich) (holder), 1 up.

A. Evans (Royal St. George's) beat Captain W. Aitken (Royal and Ancient), 7 and 6.

William Tulloch (Cathkin Braes) beat Henry Howell (Glamorgan), 1 up.

J. Smith (Earlsferry Thistle) beat Douglas Fish (Addington), 3 and 1.

R. Bayliss (South Staffs) beat G. Marton (Littlestone), 4 and 3.

Hon. Michael Scott (Royal St. George's) beat Stanley Hill (Royal Wimbledon), 3 and 2.

FIFTH ROUND.

Hartley beat Harris, 2 and 1.

Tipple beat Thirsk, 4 and 3.

Tolley beat Baugh, 5 and 2.

Thorburn beat Straker, 2 up.

Dawson beat McKinlay, 2 and 1.

Evens beat McNair, 5 and 4.

Smith beat Tulloch, 2 up.

Scott beat Bayliss, 1 up.

MILLTOWN OPEN WEEK.

One hundred and fourteen couples played in the mixed foursomes at Milltown yesterday. The leading returns were:—

G. Messervy (Hermitage) and Miss Pentony (Hermitage), 3 up; C. Barnes (Hermitage) and Mrs. Messervy (Hermitage), 1 up; F. J. and Mrs. Carroll (Curragh), 1 up. The following finished all square:—Dr. L. J. Sherlock (Hermitage) and Miss P. Sherlock (Milltown), E. Kilduff (Milltown) and Miss Stapleton (Kingstown), J. and Mrs. McDonald (Dundalk), T. C. Coleman (Milltown) and Miss D. Tyson (Killiney), D. L. Kelly (Portmarnock) and Miss Mahon (Milltown), N. Maddock (Grange) and Mrs. Maddock (Milltown), M. J. Mitchell (Milltown) and Miss P. Rowe (Milltown), S. Doyle (Hermitage) and Mrs. Nicholls (Milltown), Dr. Massey (Hermitage) and Mrs. Cuddy (Hermitage).

To-morrow—Men's fourball, bogey.

THE MIDLAND TROPHY.

Carlow played Portarlington at Portarlington in the Midland Trophy Competition, and won by 7 matches to 2.

CARLOW.	PORTARLINGTON.
O'Donnell and Corr, 1 up	1 Pepper and Lewis	0
Lawler and J. O. Smith, 5 and 4	1 Marsh and Marsden	0
Roche and J. K. Smith	0 Cobbe and Cafferty	1
O'Donnell	1 Cobbe	0
Lawler	0 Pepper	1
Corr	1 Lewis	0
Roche	1 Marsden	0
J. K. Smith	1 Marsh	0
J. O. Smith	1 Cafferty	0
	7	2

CLUB NOTICES AND REPORTS.

HERMITAGE.

Wednesday Cup—M. A. Hickey, 1 up; J. Gibney, all square; George Doyle, 2 down; J. Hickey, 5 down; C. Davitt, 3 down.

IRISH-AMERICAN OIL COMPANY.

The annual stroke competition took place at Laytown and Bettystown, with the following results:—Stroke Competition—Winner, F. C. Parkes; 2nd, E. H. Verdon; 3rd, D. J. Dunne. Ladies' Stroke Competition—Winner, Mrs. E. H. Verdon; 2nd, Mrs. J. Burns; 3rd, Miss J. O'Carroll. Mixed Foursomes—Winners, Mrs. J. F. Garvey and D. J. Dunne.

BRAY.

Ladies' Section.—June 17—Miss Kitty Walker's (lady captain) prize. Match play. Entries close to-day at 5 p.m. Mrs. Kennedy's prize—Miss King Walker and Miss M. I. Hall (19½), 7½; Mrs. Sheerin and Miss Elvery (38½), 7½.

ELM PARK.

Ladies' Branch.—To-day—Semi-open Scotch Foursomes—18 holes, strokes. Draws at 10.30, 2.30, 5.30, 6.30.

MALAHIDE.

Ladies' Branch.—Medal won by Mrs. Bassett (22), 99. Prize presented by Mrs. Neill, June 18th (3 sealed holes).

NEWLANDS.

Ladies' Branch.—Open Scotch Foursomes (120 entries)—Mrs. Higgins and Mrs. Deegan, Newlands (25½), 67½; Mrs. Cosgrave and Mrs. Dawson, Clidara (24), 69; Mrs. Lenahan and Miss Flecher, Castle (20½), 71½. Best gross—Miss McLoughlin and Miss McMahon, Howth (9), 84.

CLONTARF.

To-morrow—Bohemian Cup. 18 holes, strokes. First eight to qualify. Limit, 18 handicap.

CO. LOUTH.

To-morrow (Saturday)—Open stroke competition, 18 holes, for cup presented by Mr. G. H. Daly.

SUTTON.

Ladies' Section.—Draw for Captain's (Mr. W. Scott's) Prize. Class I.—Miss Pentony v. Mrs. Coburn; Miss Courtenay v. Miss Mannion; Mrs. Fitzsimons v. Miss M. Keogh; Miss I. Dimond v. Mrs. Geary. Class II.—Mrs. Pentony v. Mrs. Coman, Mrs. J. D. Walsh v. winner of tie; Mrs. Greene v. Mrs. Fitzgerald; Mrs. Sherry v. Mrs. O'Donnell. First round to be completed on or before June 20th, and one round each week following. Mrs. Macnaughton and Miss Hanna tie for last place in Class II. Winner of best gross—Miss Pentony (13), 91. Winner of best nett prize—Mrs. J. D. Walsh (27), 71.

LUCAN.

Ladies' Branch—Semi-open mixed foursomes—1st, Dr. Sheehy and Mrs. Murphy; 2nd, L. Murray and Miss Sherlock.

To-day—18 holes, v. bogey. Draws at 11.0, 2.30 and 6.30 o'clock. Players entering for the 11 o'clock draw must arrange for opponents.

MEN'S WEAR—EXCLUSIVE PATTERNS. All Wool and Mercerised Taffeta. Oxford, etc. SHIRTS & PYJAMAS to measure from 15/6. NEW DESIGNS—PULLOVERS AND GOLF HOSE. WATKINS, 77-78 Dame Street. —(Advt.)

GOLF.—Notes of General Interest, results of Club Competitions, etc., appear in "THE IRISH FIELD." Published every Saturday. Price 2d.—(Advt.)

SWIMMING.—An interesting article on current affairs in the Swimming World appears in "THE IRISH FIELD." Published every Saturday. Price 2d.—(Advt.)

CRICKET.

MUNSTER ALL OUT 133.

LEINSTER RECOVERS WELL AFTER A BAD START.

Leinster left off in a strong position in their match with Munster, the second of the inter-provincial series, which commenced yesterday on the Leinster ground, Rathmines. Dismissing the visitors for 133, they replied with 138 for 3 wickets; so, with 7 wickets, they hold a lead of 5 runs.

J. A. Bookman, F. A. Thornton, T. G. McVeagh and A. H. Robinson were unable to accept the invitation to play for Leinster; while Munster had the same eleven that represented Cork County against Dublin University earlier in the week, except that J. McB. Barnett replaced Major Fuge.

The weather was blustery, and a couple of heavy showers interrupted the play.

The Southerners won the toss, and batted two hours and a half. The Rev. W. L. Boucher and F. H. Hall opened well, and with 60 on the board without loss a big score appeared likely. When Boucher left at 67, however, matters went badly for the side, and the last nine wickets added only 66. Boucher was in for an hour and a quarter for 21. The best display was given by Hall, who batted stylishly for 53. He collected his runs by a variety of strokes, and amongst his hits were eight boundaries. W. R. O'Sullivan hit briskly for 23 (a 6 and three 4's). Leinster tried five bowlers, and Dixon took 5 wickets for 41, Allen securing 3 wickets for 18.

Leinster started with A. D. Barber and W. Hutton to the bowling of Grimshaw and Hall. Only 11 runs were scored when Barber was snapped behind

FINANCIAL NEWS AND NOTES

TONE AND COMMENT.

DUBLIN: BUSINESS SLACK.

DUNLOPS OFFERED.

A fair number of "business done" quotations were listed, but actual dealing activity was almost entirely absent on 'Change. The Funds were dull for both Local and British Stocks, but Dublin Port and Docks 5 per cent. again found support at the previous day's advance. Banks remain firmer on balance, Nationals and Munster and Leinsters being both in brisk request and higher. Bank Stock, after the recent rise, relapsed a full point. Guinness Ordinary were firm, but practically featureless. Dublin Distillers "A" Shares improved a few pence, and Distillers were absorbed. British and Irish Steam Preference were again firmer, and Marconi 10s. Shares rallied and closed firm. Rails more or less marked time, with Great Northern Debentures ½ lower. In Trams, support was about for Dublin United Debenture issues, and last price, or more, was bid for Provincial Ordinary and Preference Shares. Alliance Gas closed on offer, as did Bolands, but Arnott Ordinary were still wanted about 4s. over last "business done" level, but no dealing resulted or official quotation of the probable improved dealing price was allowed. The Preference improved. Coats were absorbed steadily, and the price moved over 70s. Courtaulds tended to harden after the recent weakness, but Dunlop Rubbers turned very dull on sale pressure from the other side. Margarines were less firm. Bleachers were wanted round 32s., but sellers looked for 33s., without so quoting. British Pictures were better. Chemicals were harder. Imperial Tobaccos were still quietly dull, but British-Americans were strong, and more than recovered the dividend deducted from the price. Maguire and Gatchell Preference rose sharply, but only a few shares were secured.

LONDON QUIETER.

SATISFACTORY GENERAL TONE.

The volume of business was not sufficient to interfere with the work connected with account day, and prices generally showed a lack of uniformity in the direction of their movement. There were few prominent features, and the tendency was irregular, but at the same time the tone remained satisfactory, and where prices shaded off it was due in most cases to a small amount of selling in a quiet market. Gilt-edged Stocks were on the dull side, with several fractional losses, including a decline of ¼ in 3½ p.c. Conversions, and of ¼ in 5 p.c. War Loan. Among Foreign Government Stocks French issues were steady without movement, and Belgian 7 p.c. again maintained its recent appreciation. Turkish Unified, which has been a rather weak market of late, showed an improvement, and closed with a gain of ¼ at 18½. The improvement marked in Home Rails in the early part of the week was not held, and prices were barely steady in most cases. Colonial and Foreign Rails were lethargic. "Canpacs" gained a point, but otherwise prices were little changed, with Antofagastas and Canadian Nationals marked ex dividend.

In the Mining market there were good features among Kaffirs and Rhodesians, with Bwanas particularly good in the latter section. Oils were rather easier as a whole, while Rubbers were just a trifle harder, with few movements. In the Industrial market Gramophones fluctuated during the day on the share-for-share new issue. Cements and Margarines were rather better, with Dunlops less active.

RAND PROCESSES.

A Johannesburg telegram to the *Financial Times* says:—The values carried by the Black Reef have long been recognised, but have defied all attempts at recovery owing to the refractoriness of the ore and the microscopic distribution of the particles of precious metals. The problem of extraction has engaged the prolonged attention of a local metallurgist, Mr. Paul Davidson, who now claims to have achieved success with a method of chemical-electrolytic amalgamation, the chemicals costing sixpence per ton of ore treated by a comparatively inexpensive plant and without preliminary concentration. He claims that every particle of metal is caught by a constant current of electricity between water-carrying sands and amalgam. The amalgam so treated is retorted and the base metals eliminated by a simple chemical process; the resultant crude bullion on Standard Bank assay shows 7,501 ounces of gold and 227 ounces of platinoids per ton of bullion. Better results are anticipated from the commercial scale plant now in course of erection near Johannesburg. The Assistant Mining Commissioner says that the method may revolutionise Rand gold mining, possibly superseding the costly cyanide process.

MOSS' EMPIRES.

The directors of Moss' Empires propose to increase the capital from £1,060,000 to £1,340,000 by the creation of 280,000 Ord. shares of £1 each, which it is further proposed to issue to holders at £1 premium in the proportion of one new share for every two Ord. held. The new shares will rank for any dividend for the second half of the year, but not for dividend for the half-year ending 30th June next. The new Ord. have been underwritten on the basis of 2 1-7 per cent. on the issue price. The cost of reconstructing Edinburgh Empire, the building of Southampton Empire, and the purchase of the Theatre Royal, Birmingham, have been financed by bankers' advances, by mortgaging Southampton Empire and by the proceeds of sale of properties not required. Outstanding debentures will, at 30th June next, be reduced below £220,000, which will be repaid at the rate of £20,000 per annum during the succeeding ten years. Last year the company paid a dividend of 10 per cent. and a bonus of 5 per cent. on the Ord., and £30,000 was added to reserve, making it £66,334.

B.A.G.S. RAILWAY CONTROL.

An extraordinary meeting of the Buenos Ayres Great Southern Railway Company will be held at River Plate House, E.C., on 21st June at 12 o'clock to pass a resolution altering the articles of association. The object is to prevent any but persons or corporations of British or Argentine nationality from becoming shareholders in the company. The Buenos Ayres and Pacific Railway Company last month took similar steps to prevent control passing to others than British and Argentinians.

HUKUANG RAILWAYS.

Funds have been remitted by the Chinese Government to the Hong Kong and Shanghai Banking Corporation, Gracechurch street, E.C.2, for interest payments on the 5 per cent. Hukuang Railways Gold Loan of 1911. The bank is awaiting instructions from the Chinese Government as to the disposal of the funds. The coupon due 15th June, 1926, on the British, French and American issues is the last that has been met. Interest on the German issue has been paid to December, 1925.

LONDON AND NORTH-EASTERN RAILWAY DEBENTURE ISSUE.

The company announce the issue of £2,000,000 of 5 p.c. Redeemable Debenture Stock at 96 p.c., to be redeemable at par on 15th April, 1947. The stock will rank as to security pari passu with the existing Debenture Stocks of the company. The directors are prepared to receive applications for the stock, payment for which is to be made as follows:—£5 per cent. on application, £91 per cent. on 15th July, 1929. The interest upon the stock will be payable half-yearly on the 15th April and the 15th October, and three months' interest—£1 5s. per cent., less income tax for the 15th October, 1929, will be paid at that date, and thereafter it will rank in all respects pari passu with the company's existing 5 per cent. Redeemable Debenture Stock. No applications for less than £50 stock will be accepted.

COMPANY NOTICES.

THE LINEN THREAD COMPANY, LIMITED.

The TRANSFER BOOKS of the 4 PER CENT. DEBENTURE STOCK will be CLOSED from 15th to 29th INST., both days inclusive, preparatory to payment of half-yearly interest on 1st prox.

By Order of the Board,
J. W. MacDONALD, Secretary.

53 Bothwell street, Glasgow,
14th June, 1929.

INDUSTRIAL MARKET.

UNITED MOLASSES WANTED.

RECOVERY IN ROYAL MAILS.

Little improvement was witnessed in the volume of business passing among Industrial issues yesterday. Interest at the opening centred around Gramophones (H.M.V.), following the proposed share issue on generous terms to existing holders. After being taken to a higher level, profit-taking was soon in evidence and the price gave way to 17½, which left them ¼ down on balance. Columbia Graphophones also became easier, closing at 12¾. The rest of the Mechanical Music section showed few variations.

Cable and Wireless descriptions for the most part were on the quiet side, with Marconis and Canadian Marconis easier at the close at 76s. and 32s. 6d. respectively. After hours buying orders came to hand for Radio Corporations, which lifted the price 1½ to 85½.

The Canadian-American group generally presented a firm front, though both Barcelona Traction at 53 and Brazilian Traction Com. at 56 gave way somewhat. Hydro-Electrics continued in favour at 38½, and International Electricals generally received moderate support, noticeably the Equipments. Here Associated Electric strengthened to the extent of 2s. 6d. to 51s. 6d., with Siemens marked up 1s. 6d. to 30s. 9d. General Electrics improved 1s. to 52s.; Callenders were dealt in ex dividend and share bonus, and closed a firm market around 73s.

A firmer tone was manifest in the Banking section, and Insurance issues were better.

After opening around 59, purchasers appeared for Royal Mail Ordinary Stock, and the price was lifted to 61½, which, after allowing for the dividend deduction, left them 4½ up on the day. Peninsular and Oriental Deferred hardened by 3d. to 57s. 3d., as did also Court Lines to 30s. 6d. King Lines were marked down 1s. to 21s.

Associated Portlands again met with supporting orders on road development prospects, and, after touching 30s., left off with an improvement of 7½d. at 29s. 6d.

No decided tendency was seen among Iron, Coal and Steel shares. Babcocks found a few supporters at 64s., Consett Iron at 12s. 9d., and Ebbw Vales at 3s., but profit-taking occurred in William Cory, which shed 1s. 3d. to 63s. 9d.

Motor shares proved mostly lower where changed, the only firm spot being Thomas Tillings, which further improved ⅞ to 5½. Leylands held at 55s., and Rolls-Royce at 50s.

Artificial Silks and Textiles again moved within narrow limits, and, with the provincial centres taking little fresh interest, values were inclined to sag. J. and P. Coats, which further improved to 70s. 6d. at the opening, reacted after the meeting to 69s. 9d.

Among the Rayon issues, British Celanese dwindled to 2⅛ and American Celanese Common to 7¼. Courtaulds closed steady at the reduced level of 4¼.

J. Lyons met with further inquiry around 5½, and both Margarine Unions and Unies were wanted at 92s. 9d. and 95s. respectively. Aerated Bread held their improvement at 2s. 6d.

Interest in Breweries remained at a low ebb. Distillers were dealt in at 78s. 9d., Guinness at 89s. 3d., and Watney Defd. at 62s. 9d., the last-named closing sellers at this figure. Dividends were deducted from some of the Tobacco descriptions, "Bats" closing steady at 6⅞ and Carreras "A" and Shares at 14⅜.

In other directions United Molasses were in renewed demand, the buying coming from what was described as an influential source. The price eventually finished ⅞ to the good at 7½. Imperial Chemicals trended downward, the Ord. closing at 35s. 6d. and the Defd. at 14s. 6d. Dunlops failed to find fresh supporters, and the price was allowed to sag to 17s. 6d.

OIL SHARES FINISH BETTER.

Conditions in the Oil Share market during the early hours of yesterday resembled those of the two preceding days, business being on an extremely small scale, and, in sympathy with most other departments of the Stock Exchange, the tendency was dull. There was no pronounced selling pressure in any direction, but the news to hand overnight was the reverse of encouraging. There was an increase of business later in the day, however, and prices made a good recovery. The leading counters generally finished with a firm appearance, although quotations showed little change on balance. Shells, in which business was on only a moderate scale, closed steady and unchanged at 4¾. Royal Dutch were finally ¼ down at 34½, after having been offered at that price. The Eagle issues were depressed during the early hours, Canadians falling to 12s. 11d. and Mexicans to 16s. 10½d. In the afternoon a sharp rally occurred, some good buying being reported both locally and on Paris account. At the close Mexicans were 3d. up at 17s. 6d., the Participating Prefs. showing a like improvement at 16s. 6d. Canadian Eagles finished slightly easier, the Ord. at 12s. 7½d. and the Participating Prefs. at 11s. 7½d. British Controlled issues had a distinctly dull appearance in the early hours, but rallied on the announcement of the interim dividend by the Trinidad Petroleum Development Co., which is owned by the company, the Common finishing with a gain of 3d. at 6s. 9d. and the Prefd. being unchanged on the day at 7s. 7½d. Less interest was displayed in Rumanians. Lower prices ruled for Trinidad issues, Apex and Leaseholds declining ⅛ to 1⅞ and 4½ respectively.

RUBBER STEADY.

There was not much change in the spot or forward delivery quotations for rubber, but share prices were generally steady, with business on a rather small scale. Rubber Trusts were firm, and a moderate amount of buying on a quiet market was sufficient to send the price 3d. better to 43s. 4½d. Straits Rubber improved 7½d. and Ampats hardened 1½d., but Manchester North Bornean lost 7½d. and Rim Malaccas eased a turn. Otherwise no movements occurred.

DEALINGS IN LONDON MARKET.

The following dealings among active Stocks and Shares are "marked" in London yesterday:—

Consols—54⅝, ⅜, ½, 11/16, 7/16, ¾. **5 p.c. War Loan**—101⅜, ⅛, ⅜, ½, 11/32, 10⅝, 11/16, ⅝, 11/32, 11/16, 11/32, ⅜. **4½ p.c. War Loan**—100⅛, ¼, 11/32, 3/32, ⅜. **Funding Loan**—87⅝, ¾, 11/16, 7/32, 15/32, ⅜, 23/32, 9/16. **Conversion Loan 3½ p.c.**—77, 5/16, ⅜, 1/16, 6 15/16, 7/32. **4 p.c. Consols**—85⅜, 7/16, ½, 9/32, 11/16. **4½ p.c. Treasury Bonds**—97⅛, ⅜, 7/16. **Australia 5 p.c. Stock**—97, ¼. **Aerated Bread**—25/3, 6d., 7½d., 9d. **African and Eastern**—19/-, 1½d., 18/7½. **Alliance Art. Silk**—2/7½, 9d., 10½d. **Allied Newspapers Ord.**—43/9, ⅜. **Amalgamated Press**—24/6, 4½d., ⅛. **Anglo-Dutch Rubber**—3/8. **Associated Cement**—29/-, 8/9, 9/3½, 6d., 7½d., 30/-, 29/7½, 10½d. **Associated Newspapers Def.**—42/6, 1/10½, 6d., 3d. **Baird Television**—9/1½, 4½d. **Bovril Def.**—39/6, 3d., 9d. **Brady's (Chepstow)**—58/9, 7/9. **Brazilian Traction**—56⅞, ⅝, ⅝, ⅜, 1/2, ¼, ⅛, 5/8, 6/8. **British-American Tobacco** (x.d.)—129/-, 8/9, 9/4½, 8/7½, 7/6, 9/1½. **British Celanese**—1/8, 5/32, 40/71, 7/64, 10½d. **British Match Ord.**—29/6. **British Oil and Cake**—31/-, 41½d., 6d., 7½d. **Buenos Ayres Great Southern**—108½. **Calico Printers**—25/9, 7½d. **Canadian Pacific**—129½, ½, ⅝, ¼, ⅛, 29, ⅜, 30¼, 5½, ⅜, 129. **Central Argentine**—97¾, ½, ¼, 8, 7/8. **Coats**—69/4½, 9d., 70/3, 69/7½, 70/-, 9d., 69/6, 70/4½, 8d. **Cook (St. Paul's) Ord.**—13/5¼. **Courtaulds**—80/-, 7½d., 6d., 3/4d., 7½d., 70/-, 80/11¼, ⅛. **Cross and Blackwell**—3/9, 10½d. **Crystalate Gramophone**—5/3, 5½d., 6d. **Cunard Ord.**—24/3, 6d., 7½d.; **do. Debentures**—98¼ *8. "Daily Mail" Trust—91/10½, *3d., 2/6. "Daily Mirror" Ord.—30/10½, ⅜, 11d. **Dunlop Ord.**—17/10½, 7½d., 8½d., 9s., 9d., 11½d., 18/-, *17/6, 6s., 7½d.; **do. "C" Pref.**—21/9, 2/3; **do. Plantations** (x.d.)—19/3, 20/-. **East Asiatic Rubber**—2/10½, *6s., 6d. **Elder-Dempster 6 p.c. Pref.** (x.d.)—15/9, 16/-. **English Sewing Cotton**—56/3, 11½d. **Fine Cotton Spinners**—29/-, *7/6. **Ford Motors**—65/6, 4/4½. **Gallaher Pref.**—22/3. **General Electric**—51/9, 50/9; **do. Debs.**—104¾, 1½. **German 7 p.c. External Loan**—105¾, 5s. 1½, 7s. 11½, 3s. ½. **Grand Central Rubber**—26/-. **Great Western Rail**—87⅝, 1½, ⅛, ¼, 7, 6⅝, ⅞, ⅝, ¾; **5 p.c. Pref.**—93¼, ¾, ½, ⅜, ½. **Greek 6 p.c. Refugee**—100¾, 1, 100⅝, ½, ⅞. **Guinness Ord.**—89/3, 8/6, 9/-. **Harland and Wolff Pref.**—15/-. **Harrods Ord.**—74/6, 78/9d., 9d. **Highlands Rubber**—7/9/-, 8/9. **Hudson's Bay Ordinary**—51⅛, ⅞, 25/32, ½. **Hungarian 7½ per cent.**—102, 10/32, ¼. **Imperial Airways**—99/-, 11½d. **Imperial Chemical Ord.**—35/9, *35/-, 9d., 10½d., *41/3d., 6d., 5/-, 6d., 8d., *6d., 6d., 8½d., *41/3d., 6d., 7½d., 9d. **Imperial Tobacco**—100/-, 7½d., 3/4d., 6d., 99/10½, 8½d. **International Holdings**—5, 1/16, ⅛, ⅜, ¼, 5/16. **Inveresk Paper**—7/6, 9/4½, 8/6, 6/7½, 8/9, 11¾d. **Jute Industries Pf. p.c. Pref.**—22/10½, 11¼d., 9d., 6d., 8½d., *3/4½, 2/7½, 3/1½, *3d. **Lipton Ord.**—4/3, 4/-, 3/10½, 3/9¾, 9d. **Lister Ord.**—23/10½, 41d., 3/10½, 3/-, 3d. **Lyons, Midland and Scottish Ord.**—51⅞, ¾, 3d. **London and N.E. Pref. Ord.**—27¾, ⅜, 11½, 5s. ½. **London and S.W. Rail. Def. Ord.**—12¾, ½, 7, 8½, 7½, ¼, 6¾, 7s.; **do. Def. Ord.**—12¾, ½, 12, 7½, 2s. ½, 11¾, 12½. **Lyons (J.) Ord.**—57/9, 5s. **Machine Made Sales**—22/3. **Malayalam Rubber**—35/9, 7½d., *4/-, 5/6, 41½d. **Marconi Marine**—6/-, 5/-, 41½d. **Margarine Union Ord.**—92/-, 6d., 3/-, 2/9, 10½d., 3/1½, *2/-, 3/-, 3/1½, 3/-, 3/1½, 3/-, 3/1½

...MPANY MEETING.

...& P. COATS.

...ED RESULTS OF THE ...PAST YEAR.

...NCREASED BONUS.

...D SHAREHOLDERS.

...a very large attendance at the ...meeting (annual ordinary general) ...P. Coats, held in the Christian ...asgow, yesterday afternoon.

...M. Clark, the new Chairman, ...d, after the Secretary had read ...lling the meeting and Sir Robert ...C.A., had read the auditors' ...he meeting agreed to hold the ...ccounts as read.

...'S REVIEW OF THE YEAR.

...rman said—Before proceeding ...the business of the meeting I ...r to the great loss which we ...st year by the death of our ...r. W. H. Coats. Mr. Coats was ...f this company for twenty-nine ...was Chairman for six years. ...long period he took a deep ...the company's affairs, and par... the well-being of all those ...ith the business.

...o to record with deep regret the ...J. William Clark, who was the ...American business and who had ...ong connection with the thread ...

...lleagues, as well as for myself, I ...t we felt the deaths of these two ...our Board as a great personal ...wish to take this opportunity of ...ecord the affection and esteem in ...ld their memory.

...tors have elected me to fill the ...of Chairman, and as such it will ...avour to serve the best interests ...any.

...ER RESULTS FOR 1928.

...s for the past year are rather ...for the year 1927, and consider... than might have been expected, ...consideration the depressed con... textile trade in several of our ...rkets. The increase in the profits, ...her less than 6 per cent., has no ...ificance, and I attribute the in... to certain economies which we ...able to effect and to improved ...umber of less important markets, ...gh small in themselves, have in ...e helped appreciably to swell the ...

...deal with these, however, if you ...the balance sheet, there are one ...ervations which I might make.

...HE BALANCE SHEET.

...observe that among the liabilities ...reserve fund now shows a total ...0, which is equivalent to one full ...end.

...s the assets there is an increase ...50,000 in the book debts, while ...slightly down as compared with ...

...There is nothing special to ...n these figures, as they vary ...conditions of trade.

...in hand is down by £400,000, ...ents, etc., have been reduced ...0, a substantial portion of which ...dged securities which could be ...ised. The Board have always ...ving a considerable portion of the ...uid form so as to take full advan...rket conditions for the purchase ...erial.

...est earned during the year is sub...ncreased because of the fact that ...een able to invest available cash ...ourable terms.

...e profit which results we are ...ing that £500,000 should be set ...der to write down plant purchased ...inflation period, which we con...ds in our books at too high a ...During the war years little was ...y way of capital expenditure either ...s on the replacement of plant. ...e came it was found necessary to ...certain amount of additional ...to meet our orders, as well as to ...vision for the regular renewals ...d been postponed for four years, ...which we were compelled to pay ...h as compared with present-day ...

...HE INCREASED BONUS.

...roviding for the balance of the divi... we recommend that a bonus of one ...per share should be paid. You will ...look for some explanation from me ...t for this change of policy. A ...sixpence per share in addition to ...dividends has been paid for the last ...rs, and, if we except certain ...years, and take into consideration ...er capital prior to 1920, you will ...the payment of a bonus at the same ...back very much further. During ...we have had good years and bad ...here have been occasions when we ...e safely paid a larger amount than ...and there have been occasions ...king the results of the years by ...s, we were not justified in paying ...s at all.

...the company originally commenced ...uarterly dividends it was stated ...uld the directors in future years ...ified in recommending a larger ...on on the Ordinary Shares, any ...er the amount payable in four ...instalments would take the form ...nus to be distributed after the ...eeting. It was certainly not con... at that time that the amount ...us would be so regular that share... would look upon it merely as part of ...end, and shareholders must expect ...forth the amount of the bonus will ...on the result of the year's work... therefore, likely to fluctuate.

...ADE WELL MAINTAINED.

...de, on the whole, has been well ...d, but expansion, where such has ...e, is more in the lengths used by ...ers and in the fancy articles than ...nestic trade.

..., of course, no lack of competitive ...thread throughout the world's ...and the low wages paid to workers ...Continental countries, coupled ...with high protective tariffs, tend to ...al competitors.

...ARTIFICIAL SILK.

...rds those articles which are manu...from artificial silk, I am afraid I ...d very much in the way of informa... that my predecessor told you last ...ur sales have increased to some ...d there seems to be no reason why ...nsion should not continue, particu... the finer qualities. Meantime there ...iculty in purchasing from outside ...ll our requirements at reasonable ...

...of the silk companies, including ...ntinent in which we are interested, ...selling a rayon or artificial silk ...r sewing purposes as a substitute ...silk. This article has at least the ...eing considerably cheaper than real ...periments which we started more ...ar ago for the purpose of investigat... possibility of making from viscose or ...lar product a thread to take the ...otton yarn are still being continued, ...we have not solved the problem.

THE OUTLOOK.

...rds trade prospects for the current ...figures for the first few months are ...ind last year's. On the Continent ...a long spell of exceptionally fine ...in this country the King's illness, ...general election; in Mexico ...ary troubles—all these contributed ...back. At the moment the outlook ...r; and if we can at the end of the ...results that are no worse than ...re us now, I do not think we shall ...n cause for complaint.

...ll observe in the report that we ...sale on Wednesday last at their saleroomns, 50 ...Nassau street. There was a good attendance of ...buyers, both home and cross-Channel, and although ...prices for Downs, bred wools and cheviots must be ...quoted fully 4d. per lb. below last year's levels, ...trade ruled firm throughout, and practically all ...lot were satisfactorily disposed of, the following ...being the run of prices:—

	d.	d.
Downs	18¼	to 19¾
Fine Bred	14	to 17
Washed Cheviot	14	to 15¾
Greasy Cheviot	12½	to 13¼
Washed Scotch	11	to 12½
Greasy Scotch	10	

...The second sale will be held on Wednesday, 24th July.

CHURCH SERVICES.

St. Patrick's Cathedral.—Morning Service at 10 o'clock. Psalm, 72. Jubilate, 50. Litany. Hymn, 360. Evening Service at 4 o'clock. Note—Unaccompanied Service. Magnificat, Nunc Dimittis, Aldrich in G. Anthem, "Incline thine ear," Bimmel, 256.

Christ Church Cathedral.—Morning Service at 10.45 o'clock. Jubilate. Litany. Evening Service at 3 o'clock. Aldrich in G. Anthem, "How goodly are Thy tents," Ouseley.

BANK OF ENGLAND RETURN.

RESERVE LOWER.

Only a moderate alteration is shown in the Bank of England reserve, for while there was an increase of £360,000 in the coin and bullion there was an expansion of £482,000 in the note circulation. The reserve, therefore, is about £122,000 lower at a little over £52,000,000. The gold coin and bullion has been raised to £163,241,482. A reduction of nearly £7,000,000 in the Government securities probably represents a repayment of advances made by the Bank of England in connection with the recent War Loan dividend distribution. The other securities are fully £2,000,000 higher. These movements have resulted in a decrease of £3,668,866 in the other deposits, a movement reducing that item to £96,524,000. Owing to the decline in deposits the proportion of the reserve to liabilities is 3½ higher at 58 p.c.

WEEK ENDED JUNE 12, 1929

ISSUE DEPARTMENT.

Notes Issued—		Govt Debt....	£11 015,100
In Circulation ...	£362,058,951	Other Govt. Securities	236,252,926
In Banking Dept.....	61,182,531	Other Securities	7,809,471
		Silver Coin...	4,832 494
		Amount of Fiduciary Issue	260,000,000
		Gold Coin and Bullion	163,241,482
Total	£423,241,482	Total	£423,241,482

BANKING DEPARTMENT.

Proprietors' Capital.....	£14,553,000	Government Securities ..	£36,211,885
Rest ...	3,284,496	Other Securities — Discounts and Advances ...	5,875,891
Public Deposits	10,580,976	Securities	21,006,730
Other Deposits—		Notes	61,182,531
Bankers ...	61,100,497	Gold & Silver Coin	969,918
Other Accts.	35,523,122		
Day & other Bills	4,334		
Total	£125,046,425	Total	£125,046,425

The following shows the position of the Bank of England now and at same date in the previous two years:—

	1929.	1928.	1927.
Circulation (excluding Bank Post Bills	£ 326,058,951	£ 135,073,700	£ 136,500,070
Public Deposits	10,580,976	18,250,466	19,113,968
Other Deposits	96,523,619	102,792,735	97,922,748
Govt Securities	36,211,855	34,439,963	50,385,975
Other Securities	26,682,121	51,667,827	49,162,361
Reserve of Notes & Coin	62,152,449	52,775,828	35,360,868
Coin & Bullion	164,211,400	186,099,528	152,110,935
Reserve to Liabilities	58 %	43⅛ %	30⅛ %
Bank Rate	5½ %	4½ %	4½ %
Bank Rate	54th	56th	54th
Consols	24¾	27¼	26¼
Bar silver.....	£ d.	£ d.	£ d.
Clearinghouse Return	741,042,000	777,939,000	733,261,000

FINANCIAL PARAGRAPH.

COATS MEETING.

Not a single question was asked by shareholders at the annual meeting of Messrs. J. and P. Coats, Ltd., held at Glasgow yesterday, when Mr. J. O. M. Clark, the new Chairman, presided over a large gathering. This was probably due to the bonus dividend declared, equal to 20 per cent., for the year. The Chairman said that the increase in profits, which was rather less than six per cent., had no special significance. He attributed the improvement to economies which they had been able to effect, and to improved results in a number of less important markets. Their factories on the Continent were mostly working at full capacity. Perhaps, the most unsatisfactory market had been in the United States.)Report in another column.)

DIVIDENDS AND REPORTS.

HUGH MOORE AND ALEXANDER—Profit of £4,546, subject to £1,284 depreciation, leaving £3,262 to be added to £1,266 brought in, making £4,428, from which £565 is written off premises, and £3,764 carried forward.

APEX TRINIDAD OILFIELD.—Interim dividend of 22½ per cent. This compares with 15 per cent. a year ago. The total distribution for the year to September 30 last was 35 per cent.

ANGLO-CEYLON AND GENERAL ESTATES.—Final dividend of 10 per cent., less tax, making 15 per cent. for year. (Last year total was 20 per cent.).

CRANSTON'S HOTELS—Dividend and bonus on 5 per cent. Cum. Pref. shares of 6s per cent. actual, less tax, making 9 per cent. for the year.

CITY OF SANTOS "IMPS."—The net revenue of the City of Santos Improvements Co. for 1928 was £166,665, against £141,743 for 1927. Adding £15,322 brought forward, there is a total of £184,717, as compared with £158,122 in 1927. Debenture interest absorbs £6,022 and sinking fund take £19,848; dividend on 6 per cent. Pref. shares takes £12,000, and an interim dividend of 3 per cent., free of income tax, on £1,000,000 Ord. shares (paid November 1st, 1928), £30,000, leaving £116,847. Out of this sum the Board have set aside £10,000 to the "renewals" account, leaving £106,847 to be carried forward. An offer was made in December, 1928, on behalf of the Brazilian Traction, Light and Power Co., to purchase the Ord. shares of the company, which was accepted by all the shareholders.

CANADIAN WALLPAPER MANUFACTURERS.—Dividend of 6 per cent. on Common shares for the year, as against 5 per cent. for the previous year.

DE BEERS CONSOLIDATED MINES.—Interim dividend of 20 per cent. (10/- per share) on Defd. shares, being unchanged from the corresponding payment last year; also a final dividend of 20 per cent. (10/- per share) on Pref. shares, both less tax.

DEAMOOLIE TEA.—Final dividend of 40 per cent., less tax, making a total dividend of 50 per cent., less tax, for 1928. (Same as for 1927.)

HOARE AND CO.—Final dividend of 13 per cent., making 22 per cent. for year. (Last year 19 per cent.).

HELLEMIC AND GENERAL TRUST.—Interim dividend of 3 per cent. (3/- per share).

IDRIS HYDRAULIC TIN.—Interim dividend of 5 per cent., less tax.

JOREHAUT TEA.—Final dividend of 17½ per cent. (actual), less tax, making a total of 27½ per cent. (actual), less tax, for year 1928. (Last year 25 per cent.).

JONGAL VALLEY TEA.—Final dividends of 5 per cent. and 4 per cent. on "A" and "B" Pref. shares, respectively, for 1928, less tax.

LISBON ELECTRIC TRAMWAYS.—Final dividend on Ord. shares at 4 per cent., free of tax. This will make 7 per cent. net for year (against 6 per cent. last year).

MOLASSINE CO.—Dividend of 1/4d. per share on the 7 per cent. Non-Cumulative Participating Preference shares; dividend of 6.5666d. per share on Ord. shares, and a dividend of 3.5996d. per share on the Def. shares.

MINERALS SEPARATION—Final dividend of 20 per cent. (equivalent to 4/- per share), less tax, making a total of 20 per cent. for the year, against 12½ per cent. for 1927.

MIRRLEES, BICKERTON AND DAY.—Dividend at rate of 7 per cent. per annum, less tax, for the year on the Ord. capital, against 6 per cent.

ROYAL DUTCH CO.—The report for the year 1928 states that the balance of profit was 103,367,780 florins. The dividend on the Pref. shares 4 per cent. of 1,500,000 florins took 60,000 florins, priority shares 4½ per cent. 1,282,500 florins, and Ord. shares 6 per cent. 24,726,180 florins, leaving 77,299,100 florins. Ordinary shareholders to receive 93 per cent. of 77,299,100 florins, 71,888,163 florins; 6 per cent. of 412,103,000 florins, 24,726,180 florins; undistributed balance brought forward 423,438 florins, and directors' 4 per cent. of 77,299,100 florins, 3,091,964 florins. The undistributed balance is 1,015,025 florins. An interim dividend of 10 per cent. was made payable on the 10th January, 1929, so that 14 per cent. remains to be paid against dividend Coupon No. 66.

RUPAI TEA.—Final dividend of 30 per cent., less tax, making a total dividend of 40 per cent., less tax, for 1928. (Same as for 1927.)

RAJMAI TEA.—Final dividend of 30 per cent., less tax, making 75 per cent. for year. (Same.)

ROHILKUND AND KUMAON RAILWAY.—Interim dividend for half-year of 4 per cent., together with a bonus of 3 per cent., or 7 per cent. in all, on Ord. stock. (Same as last year.)

RIO CLARO RAILWAY AND INVESTMENT.—Interim dividend of 2½ per cent., less tax, on the 5 per cent. Cum. Pref. stock, and of 4 per cent., less tax, on the Ord. stock (same as last year), on Ord. stock.

RISOMES, SIMS AND JEFFERIES.—Dividend on Ord. shares at the rate of 2½ per cent. per annum, less tax. (Same as last year.)

ROMAT TEA.—Final dividend of 60 per cent., less tax, making 75 per cent. for year.

SANTA GERTRUDIS.—Interim dividend of 1/6 per share, less tax. A similar interim was announced at this time last year.

SCOTTISH STOCKHOLDERS' INVESTMENT.—An interim dividend on the Ord. stock of 2½ per cent., less tax.

SENDNAK RUBBER.—Interim dividend of 5 per cent., less tax, on Ord. shares. (Last year no interim dividend was paid, 6½ per cent. being distributed for the whole period.)

TREMELBYE (SELANGOR) RUBBER.—Dividend of 4 per cent., less tax, for year. (A total of 5 per cent. was paid in respect of 1927/28.)

TRINIDAD PETROLEUM DEVELOPMENT.—Interim dividend of 20 per cent., free of tax. The whole of the capital of this undertaking is held by British Controlled Oilfields, Ltd.

DUBLIN WOOL SALES.

Messrs. Gavin Low, Ltd., held their first wool sale on Wednesday last at their saleroomns, 50 Nassau street. There was a good attendance of buyers, both home and cross-Channel, and although prices for Downs, bred wools and cheviots must be quoted fully 4d. per lb. below last year's levels, trade ruled firm throughout, and practically all lot were satisfactorily disposed of, the following being the run of prices:—

	d.	d.
Downs	18¼	to 19¾
Fine Bred	14	to 17
Washed Cheviot	14	to 15¾
Greasy Cheviot	12½	to 13¼
Washed Scotch	11	to 12½
Greasy Scotch	10	

The second sale will be held on Wednesday, 24th July.

CHURCH SERVICES.

St. Patrick's Cathedral.—Morning Service at 10 o'clock. Psalm, 72. Jubilate, 50. Litany. Hymn, 360. Evening Service at 4 o'clock. Note—Unaccompanied Service. Magnificat, Nunc Dimittis, Aldrich in G. Anthem, "Incline thine ear," Bimmel, 256.

Christ Church Cathedral.—Morning Service at 10.45 o'clock. Jubilate. Litany. Evening Service at 3 o'clock. Aldrich in G. Anthem, "How goodly are Thy tents," Ouseley.

PRODUCE AND FOOD MARKETS.

Dublin—Larger show Cattle and Sheep, and prices easier; Lambs disappointing; Dairy Cattle dull; Pigs smaller supply and trade improved. Bristol—Stores quiet. York—Large show Irish Stores, 5/- to 10/- cheaper. Birmingham Pig firm. Butter unchanged at Copenhagen. Rubber steady. Rise in Copper. Heavy fall in Tin.

CATTLE.

DUBLIN (METROPOLITAN). — Both bovine and ovine stock were marketed in larger numbers than last week's gathering, and in face of present apathetic disposition in trade and partially suspended state of shipping operations, simply proved beyond requirements. In the circumstances values throughout lacked cohesion or certainty. Cattle suffered a further depression of, say, 6d. to 1s. per cwt. in the main, heavy bullocks, which were in relatively narrow request, being, perhaps, generally harder hit owing to present less encouraging rebate for hides and offal. The heavier weight heifers, too, were comparatively more tedious and uncertain to negotiate for same reason, and the further consideration that they are not much in favour at this time of year for slaughter or fleshers' purposes. Fewer shipping men in evidence, including a couple of regular Lancashire representatives among other absentees recently drawing on our market. Sheep trade just about steady for nice quality aged wethers and hoggets; heavy and coarse sorts, especially ewes, dull and irregular. Lamb trade experienced a sharp check from recent energetic and firm position; in fact, sales proved harder to effect at a more or less drastic discounting on previous values, but, then, there was an unusually big number and full market to deal with. It was generally remarked that there was a conspicuous absence of Irish lambs on Salford market this week for some reason hard to explain. In a casual survey of cross-Channel markets, we see little hope for any immediate or near return in force of our big cattle shipping habitués in Scottish or English interests outside Lancashire.

Numbers on Sale	This Week as Compared with Last Week.	Corresponding Weeks of 1928.	1927.
Beasts	2,492, increase 610	3,016	2,560
Sheep & Lambs	10,904, ,, 631	9,829	9,889
Veal Calves ...	10, ,, 2	18	13

Home victuallers still our best and early buyers of cattle, but showed more hesitancy in parting previous tip-top prices, and yesterday's fancy or supergrade black and Hereford types of small-weight heifers and bullocks figured around 50s. per cwt., and occasionally 51s., the latter price being occasionally paid, but rarely, if at all, beaten. After these the generally top run of market was about 47s. to 48s. per cwt., while the best average heavy bullocks could be purchased around 45s. to 46s. 6d., and heifers up to 10 cwt. and over relatively easier terms. Many very good and useful draughts of oxen and heifers were still without buyers' marks at a late hour of the day—some not even bid for. Plain classes of cattle, say, 41s. to 44s., and coarser sorts 36s. 6d. to 40s.; fat bulls, 37s. 6d. to 40s. per cwt. Beef cows not so readily sold as previously, and values correspondingly depressed. Best run of slaughter cows, say, 34s. to 36s. 6d., and extra nice young exhibits 38s. to 40s., perhaps 41s.; others, 27s. 6d. to 32s. 6d.; inferior less, according to character.

For very nice pens of boggets value 56s. to 65s., and occasional lots worth up to 67s. 6d. and 70s., there was a steady market. Prime aged wether could also be satisfactorily cashed owing to scarcity, but heavy and coarser sheep were irregular. Ewes after lamb, notwithstanding that they offer big weight for comparatively moderate money, are not attractive to butchers, and leave many pens to return unsold. Prime wether mutton, 10d. to 11d. and 11½d. per lb.; medium, 8½d. to 9½d.; inferior, 7d. to 8d. per lb. Lamb market disappointing. Shippers were insistent on securing requirements on a safer basis of values, and market opened 2s. to 4s. per head down from previous terms generally, and subsequently business figured out 3s. to 5s. worse. Best class lambs, 44s. to 52s.; extras, 54s. to 56s.; one veritable show pen, 64s. to fastidious buyer; other sorts, 26s. to 42s. each. Many poor, lean lots unplaced.

DUBLIN DAIRY.—About 1,000 head of cattle on market. Scotch, English and home dairymen are not keen buyers at present, and market ruled most uncertain as no real basis to value. £17 occasionally bid for what other buyers would offer £22. Best heavy fresh stockers, say, £22 to £25 and £26 each, ordinary £14 to £18 and £20. Heifers in milk £14 to £22, extr. good £24 to £26 each.

DUBLIN PIG.—Market offered 668 head of swine or just 157 less than last week. Trade rather improved on last week's experience, but no actual change established in values. Prime bacon hogs and porkers around 12 stone were readily cashed at say 92/6 to 96/-, and occasionally fancy sorts around 100/-, some as high as 85/- to 90/- per cwt., but most of the right sort were scarce, and looked for at 72/6 to 76/- and 80/- per cwt.; coarser sorts 60/- to 67/6 No buyers in shipping interests, but one or two of Ireland man operating; strong stores of ship class make around £2 each.

YORK.—No English store cattle, but much larger offer of Irish beasts than for the past three weeks. Percentage of really first-class animals was small, and from 5/- to 10/- per head less money was accepted to effect sales. Trade for calving and milch cows was just about maintained at late rates. Slow trade for sheep.

BRISTOL.—A moderate supply of beef sold at 96/- to 100/-. A fair supply of mutton was on offer at 136 to 144. Lamb 156. to 164. About 600 store cattle, for which trade was quiet, sold at about late rates. Milch cows £24 to £28, and up to £35 for extras.

BIRMINGHAM PIG.—A fair supply, with rather more enquiry for bacon, and sows at firm, unchanged prices. Cutters remain slow about unaltered quotations. Ssssible bacon 18/- to 18.6, cutters 17/6 to 18/-, and sows 13/6 per score, dead-weight.

DONNELLY, LIMITED. LAMBS.

Choice	1/3	per lb., dressed-weight.
Good	1/2	,, ,,
Plain	1/1	,, ,,
Culls	11d.	,, ,,

Lambs 42lbs. and over one penny per lb. less. The weight tells the well-fed lamb.

PIGS.

Under 9 stone	84/-	per cwt., dead-weight.
,, 10 ,, ...	88/-	,, ,,
,, 13 ,, ...	92/-	,, ,,
,, 15 ,, ...	90/-	,, ,,
Finished Sows	66/-	,, ,,

Lambs and Porkers not received until Saturday. Bacon Pigs every day.—(Advt.)

GRAIN.

FLOATING GRAIN CARGOES (The Baltic).—WHEAT—The floating and forward cargo section presented dull features, adopting a reserved attitude, and prices occasionally the turn easier, chiefly for North American grades. White Pacific July-August, also August-Sept., sellers 41/9, Australian afloat 41/6, June 41/3, sellers afloat 41/6, Canada 653lbs., loading June-July, 38/-. Parcels dull, and slightly easier for Canadian grades; No. 2 Northern Manitoba June 42/3, No. 3 ditto 41/3, No. 4 Manitoba 40/-, No. 5 36/6, No. 2 hard winter July-August 39/6, Rosta 653lbs. afloat, also July-August shipment, 37/9, and Italian June-July 41/6 per 480lbs. Futures firmer, with small dealings confined to Nov. at 40/- to 40/3 now quoted at 40/3. July quoted 41/2, August 41/5, and Oct. 40/9 per 480lbs. Nov. Northern Manitoba. MAIZE cargoes quiet, but held for late rates. Plate cargoes on passage, June-July shipment, sellers 35/6, August 35/3, Sept. 35/6. Parcels opened easier but steadier since with moderate sales: Plate June-July sold 34/3, July-August 34/3, August-Sept. 34/4, per 480lbs. BARLEY quietly steady; Californian July-August quoted 39/-, Chilian May-June 41/6 to 45/-, as to quality, 44/3 to 45/-, and Canadian Western June-July 39/4/-, No. 4 ditto 38/4, Canadian feed 36/9, No. 2 Federal American June 25/9, Karachi June-July 39/-. Russian Taganrog fine 44/6, new 4 p.c. July-August 37/-, Moroccan ditto July-Aug. 36/9, Persian June 37/6 per 400lbs. OATS dull of sale. Plate July quoted 21/6, Chilian afloat 21/6, No. 1 Canadian feed June 32/-, No. 2 ditto 20/10½, mixed feed 17/- per 320lbs.

LIVERPOOL.—WHEAT—American and Argentine markets finished about as expected, and forward deliveries of wheat here, after being the turn easier at the outset, quickly improved on scarcity of sellers. The fluctuated slightly, and although finishing under the best point, final rates marked a liberal advance on Wednesday night. Cif parcels 2 Manitoba afloat sold at 40/-, June 39/10½, Rosario Santa Fe (653lbs.) August 37/7½ to 38/-, per quarter, c.i.f. parcels MAIZE, River Plate, May-June, June-July, July-August, sold at 34/3. August-September 34/4½ per quarter. Wheat on the spot firmer but held. Maize spot parcels steady at 7/7d. to 7/8 per central for River Plate. FLOUR quiet and officially unchanged; straightrun 53/- per 280lbs. Bran 6/9 per ton. OATS lower, with slight fluctuations, the market closing under level, though 1d. to 1½d. over Wednesday night. River point, though 1d. to 1½d. over Wednesday night. River Plate water options closed 6d. dearer.

MANCHESTER.—English wheat continues quiet and firmer, 42/6 to 43/6, per 504lbs. ex rail. Oats slow, reluctant buyers. Cheshire 9/3 to 9/9 per cwt. on rails.

PROVISIONS.

LIVERPOOL.—BACON—Danish and Irish ruled steady at late rates, with a moderate demand for the former, but Swedish and Dutch quiet, with holders in some cases prepared to take under official prices to make progress, while American generally quiet and easier, long clear being reduced to 95/- to 98/-, and Cumberlands 87/- to 94/-, bellies 87/- to 91/-, and backs 85/- to 91/- per cwt. HAMS in moderate request for short cut, but other cuts quiet at late rates, while shoulders are reduced to 71/- to 76/- per cwt. LARD on the spot partially 3d. per cwt. lower in sympathy with easier c.i.f. quotations; request at late rates. BUTTER quiet and easier; Danish quoted 175/- to 179/-, Irish creameries 167/- to 171/-, New Zealand 170/- to 174/-, and Australian 166/- to 170/- per cwt. EGGS steady at 12/- to 15/6 for fresh Irish hen, and 10/6 to 11/6 for duck, per 120.

LONDON CENTRAL MEAT.—Supplies to market yesterday totalled 1,830 tons—398 British and Irish and 1,432 imported. BEEF—A dull trade, and prices, Scotch short sides 6/- and 8/-, ditto long sides 5/- to 6/4, English long sides 5/4 to 6/-, Argentine hindquarters (chilled) 5/- to 5/4, Uruguayan hindquarters (chilled) 5/3 to 5/4, Uruguayan hindquarters (chilled) 4/- to 4/4, Brazilian hindquarters (chilled) 3/8 to 3/11, ditto forequarters (chilled) 2/7 to 3/10. MUTTON—Slow trade; all descriptions made less money. Scotch, including tegs, 7/4 to 8/4, English, ditto 6/- to 8/-, English ewes 4/- to 4/8, New Zealand wethers 4/- to 5/2, ditto ewes 3/4 to 4/-. LAMB—English 8/- to 9/4, Irish 7/4 to 8/8, New Zealand 6/- to 6/8, Australian 5/4 to 6/-. PORK—A weak trade, and difficulty was experienced in clearing at less money.

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RISOMES, SIMS AND JEFFERIES.—Dividend on Ord. shares at the rate of 2½ per cent. per annum, less tax. (Same as last year.)

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DUBLIN DISTRICT COURT.

28 LBS. OF RUBBER.

ILLEGAL POSSESSION CHARGE.

(BEFORE MR. COLLINS.)

Daniel Casey and Patrick Brady, two young men, both stated to be resident at Monk street, Wexford, were charged with being in illegal possession of 28lbs. of pure rubber.

Guard Mahon (111 D) deposed that while he was at the marine store of Bertha Woolfson in Anglesea row on the previous day the accused men entered with the rubber, and he challenged them. Casey said that a tinker in Wexford, whose name he did not know, and whom he would not be able to identify, gave him the rubber, and told him there would be sale for it in Dublin. He hired Brady's motor lorry to take it up. Brady said that he knew nothing about the matter, except that he drove Casey and the rubber up from Wexford. Casey was engaged in the collection of herbs and ferns for transport to England, and often had hired the lorry to move the collections.

The Justice—That seems a curious occupation.

Casey—There is money in it, sir.

The Justice imposed a fine of 10s., or seven days' imprisonment, on Casey, and discharged Brady. He ordered the forfeiture of the rubber.

FROM THE LEGAL DIARY.

LAW NOTICES—Friday, June 14.

AN CHUIRT BHREITHEAMHNAIS UACHTARACH (The Supreme Court.)

For Monday, 17th June, at 11 o'clock. For Hearing. Appeals—Gunning v. O'Brien and D.U.T. Co. (plaintiff's appeal); Flynn v. same (plaintiff's appeal); O'Rourke v. same (plaintiff's appeal); Murphy v. same (plaintiff's appeal); O'Dwyer v. Cork Distilleries Co., Ltd.

AN PRIMH-BHREITHEAMH.

(The Chief Justice.)

Before the Chief Justice, Seorstat Eireann, in the Supreme Court, at 11 o'clock. Motions—Exparte: John Clark and Co.; 64th Sec., Whitney, Moore and Keller. Petitions—12th Sec., Malcomson and Law; 13th Sec., Darley, Orpen and Synnott; 32nd Sec., V. Sellors and Co. Minors—Byrne, minors; v. Turner, minors; Dunne, minors.

AN CLEARATHOIR DO'N PRIMH-BHREITHEAMH.

(The Registrar to the Chief Justice.)

Before Mr. Magahan, at 11 o'clock—Vch. ac., V. Wilson.

AN ARD-CHUIRT BHREITHEAMHNAIS.

(The High Court.)

In Court 1, at 11 o'clock. On Notice—Co.'s (Consolidation) Act, 1908, re Hampton Lenders and Co., Ltd. Summons—Eastwood, decd., Davis v. Eastwood and motion).

In Court No. 1. For Tuesday, 18th June, at 11 o'clock. Western Circuit—Corley v. Galway Co. Council, at hearing; Murphy and Lowndes, Lord Plunkett; Ruttledge v. Brannelly. Northern Circuit—Caldwell v. Gardiner. Eastern Circuit—Lawler v. O'Connor. Cork Circuit—Sligo v. Cronin.

In Court 2 (at conclusion of Bankruptcy list). Motion—Little v. Moylett.

BANKRUPTCY.

In Court No. 2, at 11 o'clock. Arrangements—Cox and Co., Wm. Smyth and Son, Fullerton and Doyle, Cox and Co.; cause against adjudication, T. J. Graham; do., Collins and Son; Dunne, motion, C. J. Rutherford; Gilleaspy, do., C. O'Meara and Kirwan; arrangt., do., D. and T. Fitzgerald; do., do., P. C. Furlong; Drew, do., N. J. Downes; Kneafsey, first meetg. comp., Collins and Son; arrangt., confirm sale, F. A. Nolan; M'Guinness, final exam., Porter, Morris and Co.; arrangt., audit and divd., Collins and Son; Sherry, do., do.; arrangt., do., Casey, Clay and Collins; Nolan, audit mtgee, &c., Fullerton and Doyle; arrangt., audit and divd., Hunter and Butland; Walsh, do., do., Maxwell, do., Casey, Clay and Collins; M'Kenna, audit mtgee, &c., Thompson and Edwards; Woolfson, exam. witnesses, Crack and Dwyer; O'Brien, do., Montgomery and Son.

In Court 3, at 11 o'clock. Circuit Appeals. On Notice—Lambe v. Monaghan Co. Council (to withdraw); Hunt v. Guiry (to extend time). Exparte Motions. On Notice—O'Healy v. Cahill; Strafford Cabinet Factory v. Lenton and Son; Delphine, Ltd., v. Fleming; M'Cann and anor. v. Maguire and ors.

In Court No. 6. Exparte Motions—In the goods of Edward Walsh, decd.; Very Rev. Joseph Zimmermann, decd.; Jocelyn Robert Oakley, decd.

MAISTIR NA BARD-CHUIRTE.

(The Master of the High Court.)

Before Mr. Master, at the Four o'clock—Motions of Course. Summary Summonses—M'Andle, Moore and Co., Ltd. v. Cowan; O'Halloran v. Munster the British Wagon Co., Ltd. v. the Consensus Omnibus Co., Ltd.; West v. Strain; Plunkett v. Foley; Dolan (v. Simmonds); Munster and Leinster Bank, Ltd., v. Coffer; Maloney v. Dolan; the Commercial and General Finance Co., Ltd., v. M'Causland; the National Bank, Ltd., v. Bartholomew; Tuite v. Geary; the Blanchelled Co., Ltd., v. W. W. Robinson and Son, Ltd. On Notice—Nagle v. M'Grath; M'Keogh v. Holmes.

OIFIG AN SOICITEARA.

(The Examiners' Office.)

Mr. Healy (Room 61), at 11 o'clock—Hardman v. Shamrock Cycle Syndicate, Ltd., sign cert; National Bank, Ltd., v. Keane, sign cert.; S.L. Acts and Finegan, do.; Collins v. Collins, do.; G. R. Cooke, decd., Cooke v. Cooke; M. Bannon, decd., O'Farrell v. Coffer; M. Lyons, decd., Lyons v. Lyons; Montgomery v. Adams.

Mr. Greville (Room 59), at 11 o'clock—Royal Bank of Ireland, Ltd., v. M'Gurrin; S.L. Act and Brindley, do.

Mr. Adderley (Room 17), at 2 o'clock—C. Shine, decd., Shine v. Shine; Co.'s

SUPERIOR DUBLIN-MADE FURNITURE,
PIANOS, BEDS AND BEDDING, MOTOR CYCLE, &c., &c.
AUCTION TO-DAY, AT 29 BACHELOR'S WALK,
COX'S AUCTION ROOMS.

Among the principal items are :—Inlaid Rosewood and Chippendale China Cabinets, Hair-stuffed Chesterfield Sets, Lady's Writing Table, Oval Mirrors, Lounge Arm Chairs, Japanese Cabinet and Pair Japanese Vases, Occasional Tables, Chiming Clock (Wall), Marble Clock Sets, Whatnots, Pictures and Paintings, Decorative and other China, Plated Ware, Half-circle and other Card Tables, Inlaid Rosewood Corner Cabinet, Music Cabinets and Piano Seats, Office Table, Sets of Dining Chairs, Iofty Glass-back Sideboards, in Oak and Mahogany (sizes from 4ft. to 6ft.); Hall Stands, Hall Tables and Chairs, several Screw Dining Tables, Mahogany Bookcases, Fenders and Fire Brasses; 6-piece Parlour Suite, in red velvet; Oval and Round Tables, on pillar and claw; Palm Stands, Banner Screen, Dumb Waiters, Set of Economy Tables, Oak and Mahogany Falling-leaf and Side Tables, Bentwood Chairs and Tables; Bedroom Furnishing, including 4ft. 6in. Satin Walnut Cheval Suite, Gent.'s Antique Wardrobe and Chest of Drawers; 4ft. Inlaid Mahogany Suite, with bow-end Bed to match; 6ft. Glass-door Wardrobes and Duchesse Pairs, 3ft. Satin Walnut Wardrobe and Dressing Chest, 4ft. and 4ft. 6in. Walnut and Mahogany Suites, Dressing Tables, Washstands, Toilet Glasses and Commodes; Single and Double All-Brass and Black and Brass Beds, complete with 4-ply Wires and Pure Curled Hair Mattresses; Kitchen and Deal Furniture in variety, Culinary Utensils, Go-Cars, Lawn Mowers, Tricycles, Gas Generator, complete with weights, etc. (in use up to this week); a quantity of Gas Fittings, Cork Branding Machine, 2 Spirit Taps and Boiler, Hydrometer, Label Gumming Machine, 2½ h.p. "Royal Enfield" Motor Cycle, Fair Garden Vases, and numerous miscellaneous effects; also 2 sweet-toned Pianos. Auction commences at 12.30. Pianos Sold 3 o'clock.

JOHN H. COX, F.A.I., AUCTIONEER AND VALUER.

FURNITURE AUCTIONS CONDUCTED
BY
JAMES H. NORTH & CO. AUCTIONEERS
110 GRAFTON STREET.

ESTABLISHED 90 YEARS. TELEPHONE NO. 63.

PROBERT & McMAHON.
SALE THIS DAY AT 12.
Nos. 16, 17, 18 HARCOURT ROAD
AN INVESTMENT.

A Valuable Corner Block of Shops and Houses, recently reconstructed and let at reasonable rents to three excellent tenants. Gross rental, £475 per annum. Held on lease for 180 years at £60 per annum. For Conditions of Sale apply to S. G. RUTHERFORD, Esq., Solicitor, 22 Bachelor's Walk; or from THE AUCTIONEERS.

No. 28 CLONMINS STREET, NORTH WALL,
WITH POSSESSION.

SPECIALLY SUITABLE TO CATTLE-DEALERS, DAIRY PROPRIETORS, AND TO MEDICAL MEN.

A desirable Dwellinghouse, in perfect order, with good spacious rooms, drawing-room, dining-room, 3 bedrooms, maid's room, hot bath, tiled kitchen, pantries, yard, and large shed for cattle. Also excellent garage; electric light and power throughout. The position is most convenient to North Wall, Shipping, Railways, etc. Held for ever, only subject to £4 5s. 0d. per annum. P.L.V., £21. For Conditions of Sale apply to Messrs. J. H. WASH & CO., 1 Lower Ormond quay; or with Cards to View from THE AUCTIONEERS.

PROBERT & McMAHON,
M.I.A.A., Auctioneers and Valuers,
132 ST. STEPHEN'S GREEN. Tel. 52552.

SHIPPING.

P. & O., B.I. AND NEW ZEALAND SHIPPING COMPANY.

MAIL, PASSENGER AND FREIGHT SERVICES, MEDITERRANEAN, EGYPT, INDIA, PERSIAN GULF, BURMA, CEYLON, STRAITS, CHINA, JAPAN, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA.

P. & O. and B.I. tickets interchangeable; also tickets of P. & O. Oriental and New Zealand Shipping Companies. All sailings subject to change with or without notice.

LOCAL AGENTS—Thomas Cook and Son, Ltd., 118 Grafton street; A. W. Hewett, 15 D'Olier street, Dublin.

PENINSULAR AND ORIENTAL SAILINGS.
(Under Contract with His Majesty's Government.)

Steamer.	Tons.	London	Muelles	Taking Pass rs for
*Moldavia	16,000	June 14	June 20	Colombo & Australia
*Malwa	11,500	June 14	June 21	Bombay & Japan
†Kaisar-i-Hind	11,500	June 21	June 28	Bombay & Karachi
†‡Nagova	7,000	June 21	—	Colombo & C'utta
Karmala	9,000	June 27	—	Strts. China, Japan
Narkunda	16,500	June 28	July 5	A'tralia, via B'bay
Macedonia	11,000	July 5	July 12	Bombay & Karachi
‡Cathay	15,000	July 12	July 18	Colombo & A'tralia
†Morea	11,000	July 12	July 19	Bombay & Karachi
†Razmak	11,000	July 19	July 26	Bombay & Karachi
†Karmala	9,000	July 25	—	Strts. China, Japan
†Somersetshire	16,500	July 26	Aug. 2	A'tralia, via B'bay
†Rawalpindi	16,600	Aug. 2	Aug. 9	Bombay & Karachi
†Chitral	15,000	Aug. 9	Aug. 15	Colombo & A'tralia
†Mantua	11,000	Aug. 9	Aug. 16	Bombay & Japan

Taking Passengers for Port Sudan, † for Malta.
‡Calling Southampton.
One Class—Special Fares Colombo, Madras, Calcutta.

BRITISH INDIA SAILINGS
(Under Contract with the Government of India.)
East Africa steamers call outwards at Marseilles eight days; Port Sudan eighteen days; after leaving London.

Steamer.	Tons.	Mid'sbro'	London	Destination.
†Mantola	9,066	—	June 15	Madras & Calcutta
†Mandala	8,246	June 22	June 29	Madras & Calcutta
†Domala	8,441	June 29	July 6	Madras & Calcutta
Matiana	9,067	June 29	July 5	East African Ports
†Manela	8,303	July 6	July 13	Madras & Calcutta
†Mundra	8,246	July 13	July 20	Bombay & Karachi
†Merkara	9,066	July 20	July 27	Madras & Calcutta
Malda	9,066	July 24	Aug. 2	East African Ports
‡Masula	7,261	Aug. 3	Aug. 10	Bombay & Karachi
Mooltan	8,191	Aug. 8	Aug. 15	East African Ports
‡Hatimura	6,666	Aug. 24	Aug. 31	Bombay & Karachi

*Cargo Steamer. †Calling Tanjier. ‡Calls Aden.
¶Calls Port Sudan. Port Okha and/or Bedi Bunder (Jamnagar).

Address for Passage: P. & O. House, 14-16 Cockspur street, S.W.1; Freight; P. & O and B.I. Offices, 122 Leadenhall street, London, E.C.3. B.I. Agents: Gray, Dawes and Co., 122 Leadenhall street, E.C.3.

NEW ZEALAND SHIPPING COMPANY.

Passenger Service from Southampton to NEW ZEALAND AND AUSTRALIA, via PANAMA and/or SUEZ.

Single Berths, Cabins and Bathroom Suites.

Steamer.	Tons.	Southampton.
Rushine (oil fuel)	11,000	June 14
†Rimutaka	9,000	July 5
Tofiora (oil fuel)	12,500	Aug. 2
Remuera (oil fuel)	11,500	Aug. 30
Rangitiki (new motor vessel)	17,000	Sept. 27

(Second and Third Class Passengers only.

Apply R. P. Rountree and Co., Ltd., 138 Leadenhall street, E.C.3 (Tel., Avenue, 5220); or The Trans-Pacific Passenger Agency, Ltd (W. L. James, General Manager), 14 Cockspur street (1st floor), London, S.W.1. Tel. No.—Regent 6724.

UNION SS. COY. OF NEW ZEALAND.

TO NEW ZEALAND and AUSTRALIA, By any Atlantic Line to Canada or U.S.A.
Thence Via VANCOUVER or SAN FRANCISCO.

Steamer.	From Vancouver.	From San Francisco
Niagara	June 26	—
Manuka	—	July 10
Makura	July 24	—
Tahiti	—	Aug. 7

†Canadian Australasian Line, via Honolulu, Fiji and Auckland to Sydney. ‡Union Royal Mail Line, via Tahiti, Raratonga, Wellington to Sydney.

Apply The Trans-Pacific Passenger Agency, Ltd. (W. L. James, General Manager), 14 Cockspur street (1st floor), London, S.W.1. (Tel. No.—Regent 6724); or, for Vancouver Service, any Office of the Canadian Railways.

TO NEW YORK IN PERFECT COMFORT

A Trip to New York by the U.S. Lines is a revelation in the pleasures of Ocean travel. Comfort, service and cuisine are the outcome of careful study of the requirements of the travelling public. Your first voyage across the Atlantic by the U.S. Lines will explain the popularity of these famous ships.

COBH (QUEENSTOWN) TO NEW YORK.
*S.S. AMERICA ..... 14th June.
S.S. PRESIDENT HARDING ..20th June.
*S.S. GEORGE WASHINGTON ..4th July.
*S.S. AMERICA ..... 13th July.
S.S. PRESIDENT ROOSEVELT...2nd Aug.
*S.S. GEORGE WASHINGTON ...9th Aug.

COBH (QUEENSTOWN) TO BOSTON.
*S.S. AMERICA ..... 13th July.

*This Liner carries Tourist Third Cabin.

Passengers holding return tickets must communicate with our local office or agent at least fourteen days before sailing date.

UNITED STATES LINES
8 and 4 COLLEGE STREET, DUBLIN; COBH (QUEENSTOWN), or nearest Agent.

P. & O. BRANCH SERVICE TO AUSTRALIA.
Via SUEZ,
Calling on route at Malta, Port Said, and Colombo.

	Tons.	London.	Plymouth.
*Bendigo	13,100	5 July	6 July
Baradine	13,100	2 Aug.	3 Aug.
Barrabool	13,100	30 Aug.	31 Aug.
Balranald	13,100	13 Sept.	14 Sept.

*CARRYING HIS MAJESTY'S MAILS.

ONE CLASS ONLY AT LOWEST FARES

Apply P. and O. Branch Service, 32 Lime St., London, E.C.3; or to Thomas Cook and Son, Ltd., 118 Grafton St.; A. W. Hewett, 15 D'Olier St., and S. Graham Corbett, 18 Lower Ormond Quay, Dublin; or Local Agents.

THE BEST WEEK-END PAPER FOR DUBLIN
People is the "WEEKLY IRISH TIMES."
Last Edition on Sale every Saturday morning
Price Twopence.

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COUNTY OF DUBLIN.
FOR SALE BY PRIVATE TREATY
THE RESIDENCE KNOWN AS
"CARRIGRENANE," KILLINEY, CO. DUBLIN.

Containing one rood and thirty perches, Statute measure, or thereabouts. Held for the term of 999 years from the 1st day of May, 1871, subject to a nominal rent of 1/-, if demanded, but indemnified against all further rent.

MESSRS. T. F. O'CONNELL ROONEY and CO., Solicitors having carriage of Sale, 34 Kildare street, Dublin.

SHIPPING.

CANADIAN PACIFIC TO CANADA AND U.S.A.

QUEENSTOWN TO QUEBEC AND MONTREAL

Montclare	June 21
Metagama	July 7
LIVERPOOL TO QUEBEC AND MONTREAL	
Duchess of Atholl	June 21
Montroyal (to Quebec only)	June 28
Duchess of York	July 6
SOUTHAMPTON TO QUEBEC AND MONTREAL, via Cherbourg.	
Montclare (Via Queenstown)	June 20
Empress of Australia (to Quebec only)	June 22
Duchess of Bedford	June 26
GLASGOW TO QUEBEC AND MONTREAL	
Minnedosa	June 21
Montroyal	June 28

JAPAN AND CHINA.
Sailings from Vancouver.

Empress of France	July 4

NEW ZEALAND AND AUSTRALIA.
Via Canadian Pacific and Canadian-Australasian Mail Service from Vancouver to Honolulu, Suva, Auckland and Sydney.

Niagara	June 26
Makura	July 24

When Travelling, Carry Canadian Pacific Express Travellers' Cheques.

CANADA FOR HOLIDAYS.
SEVENTEEN DAYS TO SEVEN WEEKS. ALL INCLUSIVE. £51 UPWARDS.
Apply CANADIAN PACIFIC RAILWAY, COBH (Queenstown);
BELFAST—41-45 Victoria street;
LIVERPOOL—Royal Liver Building,
LONDON—62-65 Charing Cross, S.W.1;
SOUTHAMPTON—Canute road; or Local Agents, Everywhere.

FRENCH LINE. C.G.T.
PLYMOUTH. DIRECT TO NEW YORK, IN SIX DAYS.

"PARIS"	June 18
"FRANCE"	June 22
"ILE DE FRANCE"	June 27

PLYMOUTH TO WEST INDIES, TRINIDAD, SPANISH MAIN and PANAMA.
"Flandre" ..June 17 "Pellerin de Latouche" ..July 15
The Largest and Fastest Liners from England.
Cie Generale Transatlantique, Ltd., 20 Cockspur street, London, S.W.1.

SEA TRIPS AND TOURS.

THIRD CRUISE
TO
WEST INDIES, SOUTH AMERICA, SOUTH AFRICA, EAST AFRICA, AND EGYPT
(With optional Trips to VICTORIA FALLS AND KHARTOUM)
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DUCHESS OF ATHOLL
oil burner 20,000 tons.
LATEST PERFECTED VENTILATION, EXCELLENT CUISINE.
EXPERIENCED CRUISE DIRECTORS.
Fares from £331.
EARLY RESERVATIONS RECOMMENDED.
Apply Cruise Department.
CANADIAN PACIFIC,
10 Westbourne Place, Cobh, or any Canadian Pacific Office or Agency.

SUMMER HOLIDAY SERVICES.
PLEASANT ATLANTIC VOYAGES TO THE WEST INDIES.
25 TO 34 DAYS,
£45 to £60.
4 Weeks on the Sea (14 days either way) and a week's Motor Tour and Hotels in BEAUTIFUL JAMAICA.
For full particulars apply to:—
ELDERS & FYFFES, LTD., 31 and 32 Bow St., W.C. 2.

CONTINUED FROM PAGE 3.

POULTRY, CAGE BIRDS, DAIRY.

SUMMER TROUBLES.

Writing on this subject in the *Weekly Irish Times*, the Poultry Correspondent says:—

We sometimes imagine that, if we had real summer weather, our troubles would be at an end, but we sometimes find it is not so, for the hot weather brings with it its own particular worries.

Of course, on free range, the whole summer is the poultry's holiday. Roaming about where they like, they have everything they enjoy—good feeding, sun and shade, dust to bathe in, and good exercise. Not so, however, with the poor birds shut up within the walls of a back yard, or confined to a small garden. They are deprived of much that makes a fowl's life happy, and the summer is to them the most unenjoyable part of the year. Perhaps, they may be better off in winter, if properly cared for, than those that have their liberty, as they are generally protected from cold and wet, but in summer they are often miserable unless some trouble is taken to make their lot more bearable.

The chief factors to be observed for making hens contented and happy in confinement during the summer are shade from the hot sun, plenty of fresh, clean water, amusing exercise, satisfying food, and thorough cleanliness. Hens will accommodate themselves to all sorts of conditions, and become contented in the most unlikely situations, if a little extra attention is given to not only provide what is absolutely necessary, but to meet their wishes and fancies.

ABSOLUTELY guaranteed new laid Infertile Eggs, 4s. for preserving, 30 doz. or 60 doz. lots, 1/4 per doz. Hot Buttered, 1/6 per doz.; fat young Boiling Fowl, prime condition, trussed, 8/- per pair; Fruit and Vegetables in season; orders from 7/6 delivered Greystones, Bray, Dundrum, Dublin and Suburbs.—Manager, Mount St. Benedict, Gorey. 11 F

CREAM delivered daily; state quantity required.—The Downings, Prosperous, Naas. 12 A

FOR Sale, about 100 Adult Pheasants, strong, healthy birds, suitable for re-stocking.—Phillips, Head Keeper, Rosmore Park, Monaghan. 12 F

FOR Sale, Turkey Hen, with 24 mixed chickens, some pure bred, healthy; fortnight old; lot £2.—Moscop, Parkview, Randalstown, Antrim.

MARCH Pullets Wanted, early laying strain; state particulars and price. Address "Z 985, Pullets," this office. 12 A

PHEASANTS for Sale. Apply Knee, Rehulton House, Butlerstown, Cavan.

SPLENDID Spring Chickens, 6/6 pair; best Rolling Fowls, 6/-, trussed, post free.—Miss Dirtheon, Poulterers, Rosscarbery. 11 F

WANTED, three months old Pullets, pure or cross-bred. Particulars to Bryngwran Poultry Farm, Valley, Anglesey. 12 A

60 FEBRUARY White Wyandotte Pullets, best strains, stamina A 1, wonderful layers of large eggs, 7/6 each, £4 5/- dozen.—Purdon, Lodge Park, Strathford, Kilkenny. 11 F

HOUSES AND LANDS.

PROBERT & McMAHON.

PEMBROKE TOWNSHIP. Subject to £7 10/- Long Lease. A splendid House, in perfect order, on favourite road. Drawingroom, dining-room, study en suite, breakfast room, kitchen and pantries, maids' room, hot bath, tiled kitchen, cloakroom; fine bathroom, hot press, tennis ground, garage, greenhouse; electric light throughout.

SUBURBS, four miles from town; 20 Acres—Choice Residence, in beautiful grounds; 3 fine paddocks, large garden, tennis ground, garage, gate lodge; frontage of valuable building ground.

KILDARE STREET—An attractive City Residence, in best position; let partly in first-class Offices; part possession given.

MERRION SQUARE—REAR OF—Small House and first-class garage to let; rent only £85 (inclusive); suit garage proprietor, etc.

CLONTARF, HOWTH ROAD—Pretty Double-fronted Detached Bungalow, a real bargain; five rooms, hot bath, half acre. Possession at once. Only £750.

PROBERT & McMAHON,
M.I.A.A., Auctioneers and Valuers,
132 STEPHEN'S GREEN. Tel. 52552.

FURNITURE.

AT Highest Value—James Hill and Son, Bachelor's Walk, Purchase Furniture, Pianos, Antiques. T

FOR Sale, suits of beautiful carved Oak Furniture, almost new; Sideboard, Table and 14 Chairs. Address "Z 941, Furniture," this office. 11 F

FOR Sale, beautiful inlaid Rosewood Cabinet; cost £35; selling £25 or nearest.—T 226, this office.

LAWLOR Briscoe will Buy or Sell your Surplus Furniture. Auctions every Thursday.—55 Ormond quay. T

WARDROBE or Press Wanted, five feet or wider; mahogany preferred; state price, size. Wheelbarrow also wanted.—T 237, this office. 13 F

MUSIC, PIANOS, ETC.

COLLARD Piano, perfect condition; cheap for immediate Sale.—T 217, this office. 13 F

FOR Sale, Piano, excellent condition, Bice and Mickiefield.—T 59, this office. 11 F

GET your Piano or Gramophone from Wakefield's, 44 Upper O'Connell street. 26 T

GRAMOPHONE Stores, Johnston's Court, Grafton street, Dublin, for Winner Portables and Records. Open till 8. Last free. 26 T

GRAND Piano, German make, good condition, immediate sale, £50.—T 140, this office. 12 A

DRESS AND COSTUME.

Unsatisfactory dealing by any advertiser in this column should be immediately reported to the Manager of the "Irish Times."

14/10/'28.

ABOUT Clothes—Mrs. Higgins, Aston's quay; highest prices Ladies', Gentlemen's, Children's Left Off Clothing, Furniture, Jewellery, Artificial Teeth; country parcels received. T

ABOUT Clothes—Highest prices for Ladies', Gents', Children's Left Off Clothing, Furniture; distance no objection.—Mrs. White, 15 Aungier street. T

ABOUT Clothes—Mrs. Cusack, 65 Aungier street, gives highest prices for Left Off Clothing, Furniture, Jewellery; distance no objection. T

ASSORTMENT of latest Summer Frocks, Jumpers, Evening Frocks, Coats, etc., as new, at less than half original cost; lady going abroad.—T 22, this office.

CASH paid for Left Off Clothing, Jewellery, Furniture, Pictures, China, False Teeth; postcard immediate attention.—Wellington House, 85 Wellington quay. T

EASY Payments—Overcoats, Suits and Costumes made to measure, sent on any part of Ireland. Patterns post free; no reference or security required; customers own materials made up; weekly or monthly instalments arranged.—Lee Bros., 16 Chatham street, Dublin (one minute from Harcourt Street Railway Station). Phone 51530. T

HANDSOME Black Satin Coat, trimmed fur and lined Emerald satin, tall figure, 50/-; cost 10 gns.; bargain.—T 232, this office.

LADY has for Sale new and perfect Day Costume, Over Dress and Kerry Frock, Velveteen, Coated; particulars on application. Address "Z 1034, Clothes," this office.

MATRON'S Black Moiré Coat and Frock; perfect; £2 10/.—T 231, this office.

WANTED, Man's Suit; Children's Clothes, fit boy 13; cheap.—T 169, this office. 12 A

WOULD any lady give nice Fur in Exchange for good Coloured Suede Coat and Flared Shoes, 4½; both new condition. Address "Z 1048, Fur," this office.

10/- DEPOSIT, Easy Weekly Payments of 5/- on Ladies' Costumes, Gowns, Raincoats, Millinery and Furs, fitted to all clients on personal application. Costumes any part of Ireland.—Hughes, 30 Dawson street, 8.30 p.m. Write or call. Send stamped addressed envelope. Phone, Dublin 334.—Lee, 27 Wicklow street, Dublin. T

FURS.

AT Lee's—Save big intermediate profits by buying your Furs from us. Baum Marten, Skunk, Musquash, Coney, and Marmot Sets, great value at unbeatable prices.—Lee, 27 Wicklow street, Dublin First Floor. T

AT Lee's—Furs beautifully Remodelled, Matched, Repaired, etc., by experts. None but the best work and the lowest prices. Before buying new Furs see Lee, 27 Wicklow street, Dublin. T

HORSES, HARNESS, ETC.

GOOD, useful Mare for Sale, over 16 hands high, 6 years.—Mrs. Ralfter, Tymon Castle, Crumlin. 13 B

FOR Sale, strong Draught Mare, seven years; good worker.—Maguire, Ardgreen, Dundrum. 13 F

FOR Sale, Welsh Ponies, trained and untrained, all ages. Apply Evans, Bryngwran Farm, Valley, Anglesey.

FOR Sale, 40 Secondhand Saddles, Bit and Bradoon and Snaffle Bridles, by noted makers; two Secondhand Dumb Jockeys, Breaking Caveson, Lounge Web, large Zinc Lined Clothing Box for Carts (like new), Shoeyard Saddlery Box.—Box and Co., 68 Dame street.

FOR Sale, Pony, Harness and Stanton, in perfect order; owner invalid.—P 15, Irish Times Branch Office, Kingstown. 13 B

WANTED, strong sound Cob, smart appearance, 15.1½ hands, quiet, one used to tan preferred; state price and where seen.—15, Wilde's Office, Bray. 12 A

WANTED, Draft Horses for city work, fire to seven years old, 15 hands high, horses must be sound, guaranteed sound and good workers, and pass veterinary examination; state price, etc., and where animals can be seen.—T 221, this office. 11 F

VEHICLES.

O'CONNELL, Celebration, Demonstrations or Tours—To Catering Proprietors.—Passenger two four horse Brake, with cushions in good order; would do as platform at demonstrations; ideal for seaside tours; small price £25, free on rail. Apply Fallon, Dungannon. 12 A

VICTORIA Wanted, in good order, at moderate price.—S 1940, this office.

WHEELS, Rubber, Iron Tyred, every size. Write for reduced prices.—McSweeney, Pope's Quay, Cork. 12 X

CATTLE, LIVE STOCK.

AN excellent dark red Shorthorn Heifer for Sale, dam 1,131 gallons in 43 weeks. Apply Dr. Shiell, Dalkey. Telephone 78. 13 B

CHINCHILLA Rabbits for Sale; cheap.—2 Rostrevor terrace, Clontarf.

FOR Sale, A.A. Yearling Bull, fit for service, bred by R. C. Williams; best breeding. Apply R. Pollard, Ballyackey, Tralee, where dam can be seen.

FOR Sale, Shorthorn Bull, heavy milking strain, beautiful animal, 14 months (dam 1,200 gals.), cheap. Address "Z 966, Bull," this office. 11 F

MEADOWING to Set at Glenageary Park, Glenageary, Kingstown. Apply to Steward. 13 B

RABBITS—Three Havana Bucks, suitable for stud; parents D.S. registered. Chatasser strain, good pedigree, born 17/2/'28. Also two Chinchilla Does, good breeders, born 14/2/'27, and one Chinchilla Stud Buck, born 17/1/'27. Best offer.—T 240, this office.

DOGS.

BEAUTIFUL Prize Bred Puppies, Irish, Wire and Smooth Fox Terriers, little Pomeranians; moderate. Ulsterville House, off Avondale road, Phibsborough. 12 A

CAIRN Terrier Pups for Sale, first class ratters; Dogs £2 2/-, Bitches £1 10/-.—H. H., Lisen Hall, Swords. 13 F

COCKER Pup, about four months, requires training as a gun dog; state terms. Address "Z 1021, Dog," this office. 13 F

FOR Sale, two handsome Pedigree English Setter Dog Pups, three months.—Grubb, Dunmurry, County Antrim.

HANDSOME pedigree Sealyham, Female, two years, for Sale, should win. "Samphire" breed; cheap to good home; kennel being given up.—Mrs. Talbot, Owens, Cork. 13 F

STUD—Irish Terrier, Champion Allie Timothy; Dogs and Bitches for Show. Particulars, Fitzgerald, Blackrock, Dublin. 11 F

SCOTTISH Terriers, by winning sire, strong, dogs and bitches. 'Phone Rathmines 467.

WIRE, Home for Black-tan Terrier. Apply W.D., Irish Times Branch Office, Kingstown.

HOUSES AND LANDS.

Investment—3 SUBSTANTIAL HOUSES for £1,150, let at £100 and £84, respectively, tenants paying taxes. P.L.V. £35 and £29. Further details from Dockrell Limited, Agents, George's street.

Pembroke Township—A MODERN UP-TO-DATE HOUSE, in a most desirable position, to be Sold for £3,500. Good accommodation, soundly built, garage.—Dockrell Limited, Agents, George's street.

Lock-up Shop with Cellar—In a busy thoroughfare, in the centre of the City, TO BE LET at £250, including taxes; good window.—Dockrell Limited, Agents, George's street.

Pembroke Township—A MAGNIFICENT DETACHED RESIDENCE, in a choice position, and standing on 3 acres of ground, FOR SALE, with possession; suit nursing home, etc. In excellent condition. Particulars from Dockrell Limited, Agents, George's street.

DOCKRELL LIMITED,
AGENTS.
SOUTH GREAT GEORGE'S STREET.

BUSINESS PREMISES, LANDS, CONTINUED.

NORTH Side—Newly built Store, 60 x 100, steel, concreted floor, to be Let. Particulars from James H. North and Co.

OFFICES, Hall-door Flat, 2 Ely place. Particulars, 16½ D'Olier street. 10 E

OFFICE to Let, near Commercial Buildings or Stock Exchange; suit wholesale or retail; ground floor.—T 160, this office.

OFFICES to Let at 5 Hawkins street. 13 B

POULTRY Farm, complete, contents and stock, all good, for Sale, or will Let or Lease as going concern, 100 to five acres run, Dublin district.—T 164, this office. 12 E

STORES and Offices, City quay. Particulars, 15½ D'Olier street. 10 E

SUBURBAN Shop Premises in a first class position; good modern window; price £1,300.—Dockrell Limited, Agents, George's street. 12 A

SMALL lock-up Shop Wanted immediately; good class district.—T 210, this office. 13 B

STABLING, Garage, Cottage, 1a8p—To be Sold for £325 Freehold Premises in the city, subject to about £51 12/4 per annum; accommodation for nearly 40 horses. Apply James H. North and Co., 110 Grafton street.

THE Central Cafe, Strand street, Skerries—To be Sold or Let (furnished), as a Going Concern for the summer months. Apply Long, 1 Lower Ormond quay, Dublin 11 F

TO Let, in good Midland town, Lock-up Shop, good, high class trade in tobacco and confectionery; rent £1 per week; goodwill £50. Address "Z 985, Shop," this office. 12 E

2 ROOMS to Let for offices or work; 15/- for two. Apply 12 Johnston's Court, off Grafton street. 11 F

HOUSES AND LANDS FOR SALE.

ABANDON House, Hunting—Consult Garvey and Good, Lincoln place, Dublin. T

ALBERT MacARTHUR—IS "The Housefinder." 52 LR. O'CONNELL ST. T

AUCTION, Bungalow, Greyfort, Kilcool, Greystones; 1 Acre; 6 apartments, bath, tennis court; also old Mansion and 18 acres (Irish); rent £10 each lot; Farm Grant. Your o'clock Wednesday, 19th, on premises.—Arthur Jones and Son, Auctioneers, 22 Aungier street. 12 S

ADELAIDE street, Dun Laoghaire—Beautiful House, possession, in perfect order, near the sea, containing 2 sittingrooms (folding doors, morning room), 3 bedrooms, 2 maids' rooms, kitchen, 2 laystories, bath, h. and c., hot press, large garden with side entrance room for garage, electric light and gas. £ 1945, this office. 10 F

ADJOINING Aillesbury road—£1,950; superior order; non basement, 5 bedrooms.—Jones, 22 Andrew street. T

A Bray—Bungalows for Sale, 5 rooms, bath, hot and cold, gas, electric; cash or easy payments.—Ogden, "Blackton," Silmonton road, Bray. 6 X

A MODERN House for Sale; two reception rooms, lounge hall, four bedrooms, bath (h. and c.), 2 w.c.'s, garage, electric light, gas, kitchen, etc.; large garden; possession; price £1,500.—R 915, Irish Times Branch Office, Rathmines. 13 B

BATTERSBY and Co. offer, Killiney, £550, compact two storey House; 6 rooms, bath, etc. Particulars 59 Westmoreland street. 12 A

BATTERSBY and Co. offer, Bray, £950, semi detached non basement House; 10 rooms, bath, garden, electric light. 13 B

BATTERSBY and Co. offer, Clontarf, £1,200, well built House, convenientin situated; 10 apartments, bath, garden and garage. 10 F

BATTERSBY and Co. offer, Phibsborough, £850, compact two storey House; 6 rooms, bath, electric light, garden and garage. 10 E

BATTERSBY and Co. offer, Dollymount, £1,050, non basement House, on train line; 9 rooms, bath, electric light, garden and room garage. 10 E

BATTERSBY and Co. offer, Howth, £1,100, substantially built Residence, with 4 acre, 10 rooms, bath, garden and room garage. 10 E

BATTERSBY and Co. offer, Blackrock, £1,250, well built House, with large garden, 8 rooms, bath, electric light, garage. 10 E

BATTERSBY and Co. offer, Glenageary, £1,700, nicely situated Residence; 8 rooms, bath, large garden and room garage. 10 E

BATTERSBY and Co. offer, Skerries, £1,100, double fronted well built House; 10 apartments, bath, etc.; garage. 10 E

BATTERSBY and Co. offer, Dun Laoghaire, £900, commodious House; 12 rooms, bath, garden, etc.; suitable for conversion Flats, etc. Particulars 59 Westmoreland street. 12 A

BATTERSBY and Co. will Sell or Let large House, Harcourt street, suitable private hotel, club, offices, etc. Particulars, 59 Westmoreland street. 11 F

BATTERSBY and Co. offer, Adelaide road, close 13 Harcourt Street Railway, roomy, well built House, 12 apartments; large garage at rear, garden; suit private hotel or nursing home.

DRUMCONDRA—Nice 6 roomed Residence for Sale; perfect condition; electric light, garage, long garden; price £750; possession. Apply Corrigan and Co., 4 Grafton street. 10 E

DETACHED five roomed slated Bungalow, standing on Statute acre, ten minutes 'bus from city; can be seen by appointment. Particulars, 24, this office. 11 F

DALKEY—3 Henrietta place, well or Let.—J. Meaghey, Clock House, Sandycove.

DALKEY—Detached Residence, on sea front, extensive gardens, tennis, £1,300.—Albert MacArthur, "The Housefinder." T

DALKEY—For sale, non basement, semi detached House, ideal position—Garvey and Good, Lincoln place. 12 A

DOLLYMOUNT—Very attractive Bungalow, with large garden and fruit trees, electric light and telephone; price £1,300; remission of rates. Apply James H. North and Co., 110 Grafton street.

EDENVALE road, Rathmines—Semi detached, 8 apartments bath, h.c., 2 w.c.'s; side entrance; beside churches; possession end July; £1,150.—T 200, this office. 13

FOR Sale, 67 Grove Park; 8 apartments, side entrance; newly decorated inside and outside; hot and cold water, two w.c.'s. Opened daily. Apply 15 Villiers road. 10 E

FOR Sale, at Churchtown road, Dundrum, new, modern semi detached Houses, with garage and good gardens, fully decorated. Apply P. Hayes and Son, 18 Haddington road. 11 F

FOR Sale, well built modern House, five bedrooms, large reception, electric light, large garden, garage. Apply 1 Victoria road, Rathgar. 11

FOR Sale—99a Strand road, Sandymount; first class residence; price £750—Garvey and Good, Lincoln place. 12 A

FREE of Rent for ever—Family Residence, Drumcondra, price £1,850. Keys, Foster, 9 Westmoreland street. 10 E

FOR Sale, Ramsey, I.O. Man, an exceedingly attractive Freehold Residence, with beautiful flower and kitchen gardens, greenhouse, garage, stable. Residence is well planned and in good order throughout; contains 3 reception rooms, 5 bedrooms, bathroom, etc.; if necessary, also one acre laid adjoining; price very reasonable. Apply Wilfred Cannell, House and Estate Agent, Ramsey, I.O.M. 12 E

FOR Sale, with early possession, modern, compact House, Bloomfield avenue, South Circular road; 8 apartments, hot and cold water, two w.c.'s, electric light, conservatory; good condition.—T 85, this office. 11 F

FOR Sale, 5 roomed House, 26 Clonliffe Gardens, Donnelly's Orchard area. Particulars at Housing Office, Exchange Buildings, Lord Edward street. Proposals in sealed envelopes, endorsed "Offer for 26 Clonliffe Gardens," to be lodged at the Housing Office not later than 22nd June, 1929.

FOXROCK—Detached, fruit, vegetable gardens, pleasure grounds, tennis, garage, £2,200.—Albert MacArthur, "The Housefinder." 13 B

GLENAGEARY—For sale, detached non basement House; garage, electric light—Garvey and Good, Lincoln place. 12 A

GLENAGEARY—Villa Residence, with garage, £1,400.—Albert MacArthur, O'Connell street, "The Housefinder." 13 B

HERBERT avenue, Merrion—For sale, good class Residence, cheap—Garvey and Good, Lincoln place.

INCOME £250. Freehold Property for £1,850. Albert MacArthur, O'Connell street. "The Housefinder." 10 E

KENILWORTH road—For sale, well built Residence, garage—Garvey and Good, Lincoln place. 12 A

KENILWORTH square—For Sale, first class Residence, good garden, room for garage.—Garvey and Good, Lincoln place. 12 A

KINGSTOWN—For sale, between sea and tram, non basement residence—Garvey and Good, Lincoln place. 12 A

LEESON street Bridge—Large House, £1,125.—Albert MacArthur, O'Connell street, "The Housefinder." 13 B

LOWER Dodder road, between Rathfarnham and Terenure, convenient tram and bus—Modern House, nicely situated, two reception, three bedrooms, large kitchen, bath (h. and c.), larder, linen and hot air presses, electric, garden, room for caravan. Deposit and payments over period can be arranged. Particulars on site or T 54, this office.

MALAHIDE—"The Shore Bungalow" for Sale; ideal position; long lease; water, gas, etc.; 7 apartments—May, Glenview, Swords 'Phone 13.

MERRION road, Ballsbridge—Excellent, well built, non basement Residence for Sale. Apply Garvey and Good, Lincoln place. 12 A

MODERN House, Sandymount, six apartments, price £750. Keys, Foster, 9 Westmoreland street.

PHIBSBOROUGH—£850, well built House, with garage—Albert MacArthur, O'Connell street, "The Housefinder." 12 A

PALMERSTON Park Vicinity—Detached, non basement; good garden, garage; electric light throughout; accommodation: three reception rooms, five